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official plan

OF THE
METROPOLITAN TORONTO PLANNING AREA



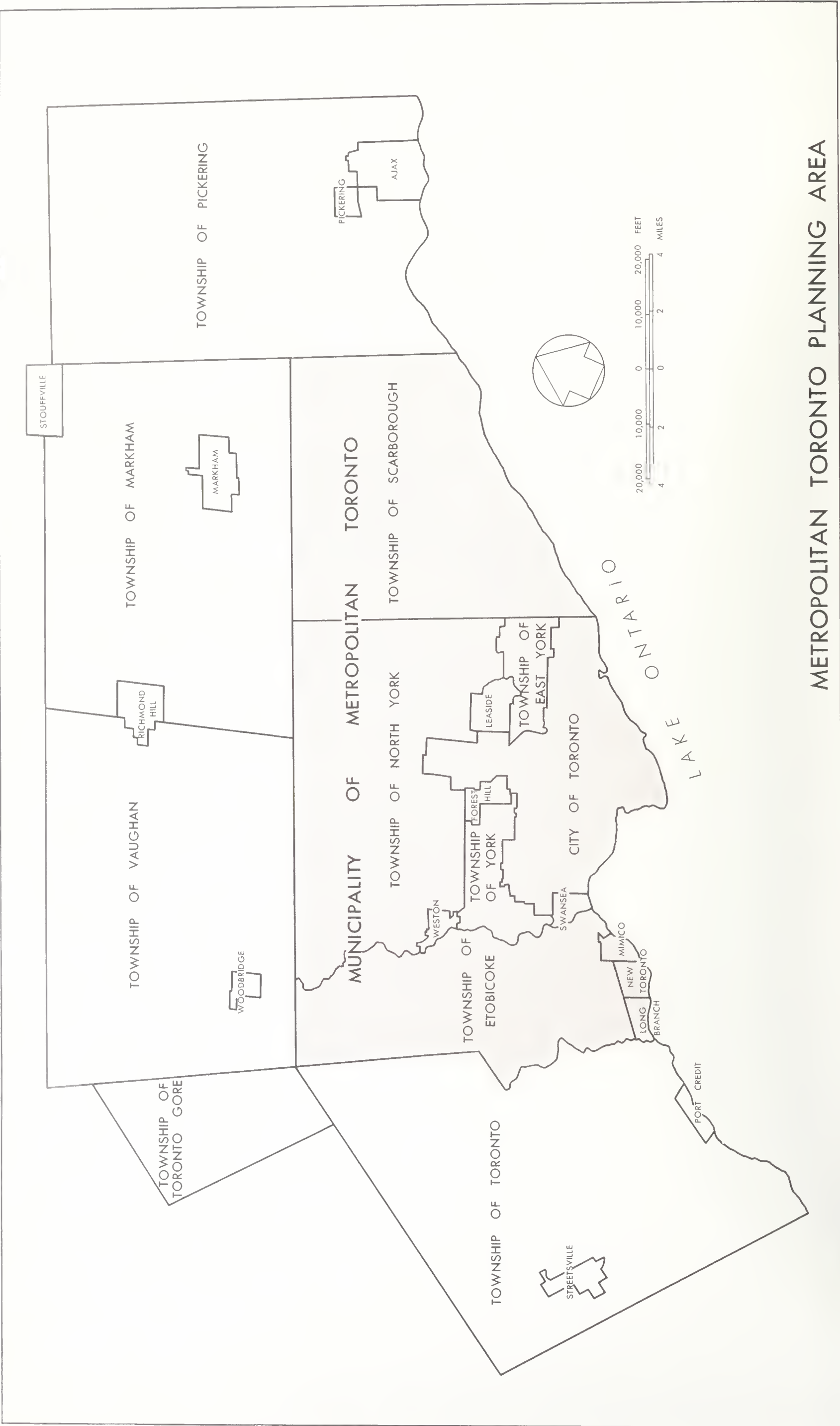


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official plan

OF THE
METROPOLITAN TORONTO PLANNING AREA



METROPOLITAN TORONTO PLANNING AREA

METROPOLITAN TORONTO PLANNING BOARD

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*Commissioner of Planning
and Secretary-Treasurer*
W. WRONSKI
Deputy Commissioner

December 15, 1965

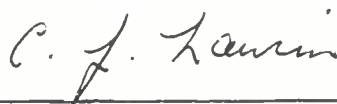
TO THE COUNCIL OF
THE MUNICIPALITY OF METROPOLITAN TORONTO

WHEREAS, in accordance with section 10(1) of The Planning Act, the Metropolitan Toronto Planning Board has studied the physical, social and economic conditions of the Metropolitan Toronto Planning Area in relation to its development;

and has held public meetings, published information and consulted with municipal councils, boards, agencies, organizations and individuals for the purpose of obtaining their participation and cooperation in determining the solution of problems or matters affecting the development of the planning area;

and has prepared a plan for the planning area suitable for adoption as its official plan;

NOW, THEREFORE, in accordance with section 10(1)(d) of The Planning Act, be it resolved that the Metropolitan Toronto Planning Board recommend to the Metropolitan Council the Official Plan of the Metropolitan Toronto Planning Area for adoption.



C. J. Laurin, Chairman



E. Comay, Secretary-Treasurer

Metropolitan Toronto Planning Board

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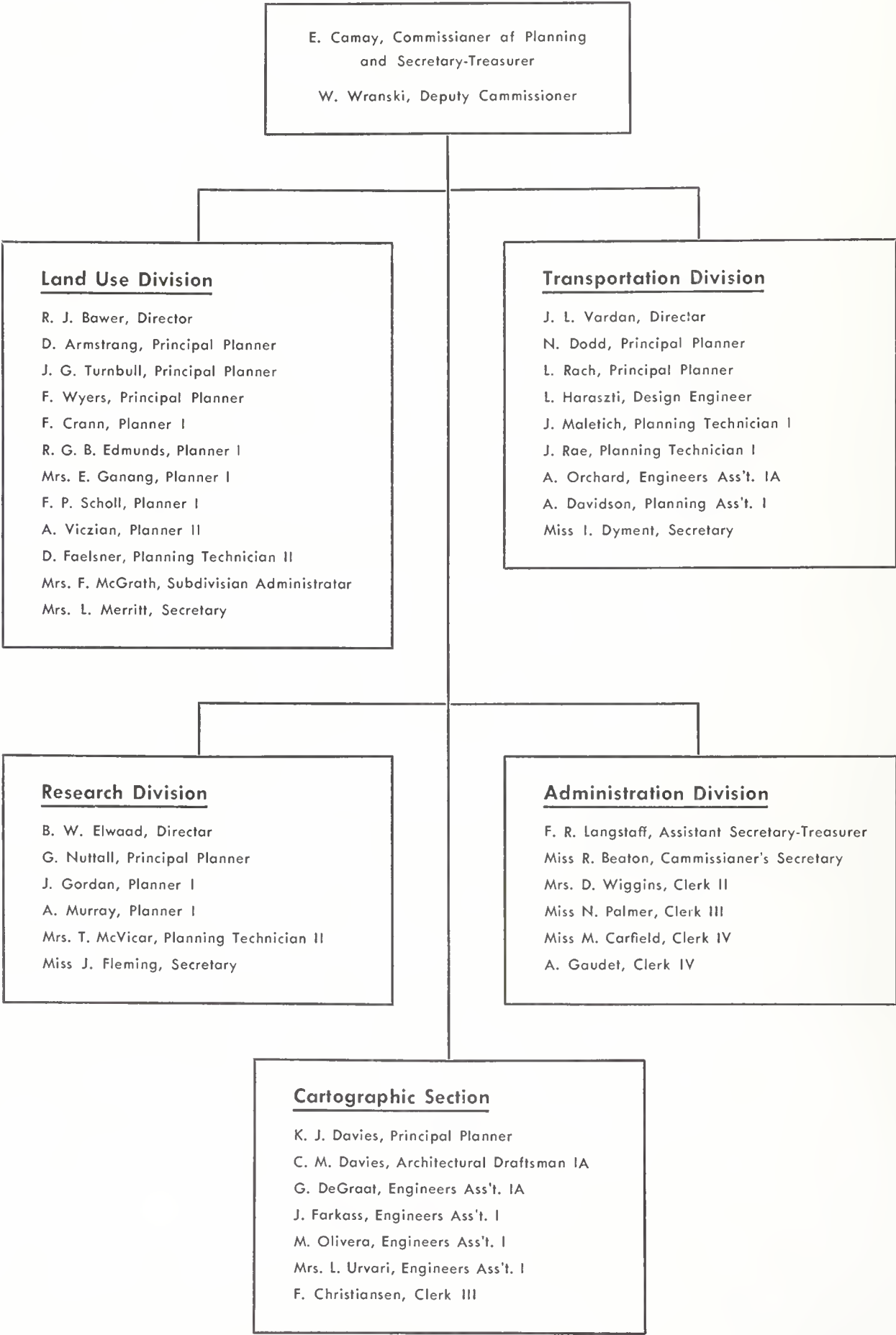
Toronto Transit Commission:

R. C. Day (Chairman)

*As of December, 1965

Metropolitan Toronto Planning Board

Staff*



*As of December, 1965

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PREFACE

The Metropolitan Official Plan has been prepared in accordance with The Municipality of Metropolitan Toronto Act and The Planning Act.

The scope of the Official Plan is defined by The Municipality of Metropolitan Toronto Act to include:

- (a) Land uses and consideration generally of industrial, agricultural, residential and commercial areas;
- (b) Ways of communication;
- (c) Sanitation;
- (d) Green belts and park areas;
- (e) Public transportation;

and such other matters as the Minister of Municipal Affairs may from time to time define.

An official plan under The Planning Act is binding on the municipality which has adopted it, and in this case on the local municipalities in the Planning Area as well. All subsidiary official plans must conform to the Metropolitan Official Plan and no by-laws may be adopted or public works undertaken which do not conform. When it has been adopted by the Metropolitan Council, the Official Plan must be approved by the Ontario Minister of Municipal Affairs and subsequent amendments must similarly receive his sanction.

The Metropolitan Official Plan deals largely with those development principles, policies and regulations which are considered to be directly of Provincial concern. These are, in the first instance, those matters which affect direct Provincial interests, such as the highway system; secondly, those matters which affect the general pattern of development in the surrounding region; and thirdly, those matters which may affect, directly or indirectly, provincial financial obligations to The Municipality of Metropolitan Toronto or to local municipalities in the Planning Area. While the Province exercises a measure of direct control over municipal financial affairs through various statutory and procedural arrangements, it is evident that the basic development policies of the municipality are important in determining the ultimate financial obligations of both the municipalities and the Province.

The Metropolitan Official Plan is restricted to the boundaries of the Metropolitan Toronto Planning Area. Regulation of growth and development outside these boundaries rests with the municipalities concerned and with the Province. The Metropolitan Official Plan attempts to ensure that the development of the Planning Area will be coordinated with the pattern of probable development in the surrounding region, but the ultimate responsibility for such coordination rests with the Province.

It is evident, therefore, that in order for the Metropolitan Official Plan to be fully implemented the Province must adopt policies to secure a suitable pattern of regional development.

In the two-level planning system of the Metropolitan Toronto Planning Area, the Metropolitan Official Plan is concerned with establishing the general pattern and principles of development, leaving to local plans the responsibility for detailed planning control.

Based on these considerations, the Metropolitan Official Plan covers the general land use and transportation pattern, the distribution of population, and the basic principles and policies to be observed in connection with the matters stipulated in The Metropolitan Toronto Act, as noted above.

The plan provides for periodic review and amendment as required. Recommendations arising from current studies, such as the Metropolitan Toronto Planning Board's Urban Renewal Study, Central Area Transportation Study and Waterfront Plan, and the commuter rail study being conducted by the Metropolitan Toronto and Region Transportation Study, will be considered for incorporation into the plan by amendment as appropriate. The plan is not intended to be a static document setting forth fixed and unchangeable principles, but will be responsive to changing conditions and unanticipated circumstances while adhering to the basic long-range principles considered most suitable for the development of the Metropolitan Toronto Planning Area.

Only the text and maps contained in this volume constitute the Official Plan of the Metropolitan Toronto Planning Area as adopted by the Metropolitan Toronto Planning Board on December 15, 1965, and recommended to the Metropolitan Council. It is subject in a number of sections to the enactment of enabling legislation.

Part I

PRINCIPLES AND POLICIES

A. General Development Principles

1. The area for urban development will be relatively compact, with residential and employment areas dispersed so as to permit reasonable accessibility and interchange. Intensive uses will be concentrated in the Central Area and at selected locations throughout the Urban Development Area at the focal points of the transportation system.
2. The extent of urban development will be generally set by the practical and economic range of water and sewer services oriented to Lake Ontario, and the need for a reasonable distribution of all development potential and a reasonable density of development in all sections of the Urban Development Area.
3. Subject to the approval of a local municipal council, urban uses as provided in section 16 of this part may be permitted in the Urban Development Area and Village Development Areas designated on Map II (Land Use Plan), and where permitted shall be developed in accordance with the principles and policies of the plan. The urban development boundary designated on Map II may be revised through amendment of the plan when there is a demonstrated need to improve the financial stability or community balance of any municipality and it becomes desirable to enlarge the designated Urban Development Area or a Village Development Area. Such amendment to the plan will also be subject to the principles and policies outlined in the plan.
4. The planning of public facilities and services shall take into account lands held vacant during the initial period of development where urban development of such lands is ultimately intended.
5. All of the river valleys shall be kept free from buildings and structures (except such incidental buildings as are ancillary to the recreational use of the valley lands and as may be approved by the Metropolitan Toronto Planning Board in consultation with the appropriate Conservation Authority), and significant sections of the major river valleys shall be acquired for public use.
6. To ensure the maximum public benefit of waterfront resources and amenities, urban development in the Waterfront Area defined in section 1 of part 2 will be controlled with particular regard for the provision and maintenance of public access and for implementation of the Metropolitan Waterfront Plan.
7. The timing of Metropolitan projects such as roads, sewers, watermains, parks and school facilities, will be coordinated through the Metropolitan Capital Works Program so as to provide a balanced level of services throughout Metropolitan Toronto.

GENERAL CRITERIA FOR URBAN DEVELOPMENT

8. Development of land for urban uses (as specified in section 16 of this part) will be permitted in the Urban Development Area and Village Development Areas designated on Map II where all of the following conditions are met:
 - (a) Full urban services are or will be made available, including municipal sewers and water facilities, and suitable open space and school facilities.

- (b) Adequate transportation facilities are or will be made available, including collector roads in accordance with the provisions of section 30 of this part, and the design of the development conforms to future transportation facilities as designated on Maps III and IV.
- (c) The development standards will not adversely affect the existing amenities and predominant character of the surrounding district, or will not preclude satisfactory development or redevelopment of the surrounding lands.
- (d) Development is limited to a degree and rate consistent with the ability of the local municipality to finance the necessary municipal services.
- (e) Non-residential uses will be permitted in residential districts only in the following circumstances:
 - (i) In the case of a commercial use, suitable provision will be made for access and off-street parking with minimum interference to pedestrian and vehicular movement.
 - (ii) In the case of an industrial use, large volumes of traffic will not be generated, and the industrial use will not emit fumes or produce noise or commit other nuisances injurious to residential amenities.
 - (iii) The concentration of non-residential uses will not exceed the size permitted in section 16 of this part.

GENERAL CRITERIA FOR RURAL DEVELOPMENT

9. Rural Residential development, Rural Industrial development, and development permitted in the Rural Area designated on Map II (as specified in section 16 of this part) will be permitted where all of the following conditions are met:
 - (a) The use does not generate traffic which exceeds the capacity of the available road system;
 - (b) The use does not jeopardize agricultural activities;
 - (c) The use conforms to the requirements of the appropriate local health authority and Conservation Authority or the Ontario Water Resources Commission;
 - (d) In the case of a Rural Residential subdivision, the site of the subdivision:
 - (i) Has suitable access for the purposes of school transportation;
 - (ii) Possesses natural amenities which make it a desirable location for residential use;
 - (iii) Does not require public sanitary sewers or water supply.
 - (e) In the case of a Rural Industrial use, such use:
 - (i) Is located within an area determined by the local council in a District Plan as appropriate for such use;
 - (ii) Is a specific use for which application has been made to the local council for permissive zoning;
 - (iii) Does not require public sanitary sewers or water supply;
 - (iv) Does not discharge effluent into a receiving stream.

POPULATION AND DENSITY

10. The maximum population and average gross residential density* permitted in the urban section of each major Planning District or municipal sub-district as specified on Map I, may be exceeded by up to 5% when all of the following conditions are met:

*Gross residential density, for the purposes of the Metropolitan Official Plan, is the ratio of population to land area designated as residential on Map II.

- (a) Adequate water and sewer facilities, which are not required elsewhere in the Metropolitan Planning Area to meet the population and density objectives shown on Map I, are or will be made available.
- (b) Adequate roads are or will be made available.
- (c) The increase is provided for in a District Plan approved by the local council.

HOUSING

- 11. Housing for both family and non-family accommodation at suitable densities shall be provided throughout the Urban Development Area.
- 12. Multiple-family housing will be permitted in all Planning Districts designated on Map I. Such housing will be integrated in low density residential areas by:
 - (a) Diversification of dwelling types at varying densities to avoid segregation of rented from owner-occupied dwellings.
 - (b) Provision of dwellings for family occupancy mainly in low and medium density housing schemes, and for non-family occupancy in higher density schemes.
 - (c) Restriction of high-density residential development to locations having such advantages as proximity to local parks and a full range of community facilities, and to locations where the transportation system, both private and public, can deal efficiently with the traffic generated by such development.
- 13. Publicly-owned housing for families and elderly persons may be provided in any section of the area which is suitable for this purpose, including vacant suburban sites, under-developed lands in the inner areas, and cleared sites in blighted areas. Such housing will also be provided through the acquisition of existing houses where appropriate. Within Metropolitan Toronto, the Metropolitan Corporation will undertake the municipal responsibility for financing such housing.

URBAN RENEWAL

- 14. The conservation of existing housing will be encouraged through public acquisition and rehabilitation of suitable dwellings, the application of adequate building and housing standards, and through neighbourhood improvement programs. The Metropolitan Corporation will participate in such programs within Metropolitan Toronto as appropriate.
- 15. Public redevelopment and renewal of blighted areas will be based on Metropolitan or local urban renewal studies which will be considered for incorporation into the plan as amendments. Redevelopment of blighted areas will be governed by the following general conditions:
 - (a) The new uses are appropriate for the site.
 - (b) The relocation caused by clearance can be accommodated by the stock of available public and private housing.

B. Permitted Land Uses

16. Land uses may be permitted in accordance with Map II and the Land Use Table. Uses listed in Column 2 of the Land Use Table may be permitted at the discretion of the local municipality when they do not exceed the size shown in Column 3. Notwithstanding the other provisions of this section and the Land Use Table, a use listed in Column 2 which is restricted to a maximum size as specified in Column 3 shall only be permitted by amendment of the Official Plan when, in the opinion of the Metropolitan Toronto Planning Board, the total combined areas of such proposed use and existing uses exceeds the maximum size specified in Column 3 for such uses.

LAND USE TABLE

| 1 Land Use District | 2 Permitted Uses | 3 Maximum Size |
|--|---|--|
| All use districts designated on Map II (where not otherwise permitted) | Public conservation projects including reforestation areas, flood control reservoirs, and multi-use conservation areas | 15 acres |
| | Public and private parks and recreational facilities | 15 acres |
| | Public or private utilities and transportation facilities | 15 acres |
| | Sanitary land fill projects | 15 acres |
| | Cemeteries | 15 acres |
| | Golf courses and country clubs | 15 acres |
| | Institutional or government buildings; public elementary, secondary technical and vocational schools; separate schools; private and nursery schools; universities, colleges, seminaries, convents and other places of higher learning; homes of religious orders; homes for the elderly; hospitals and clinics; and ancillary commercial facilities | 15 acres in the Urban Development Area and Village Development Areas; 25 acres in the Rural Area, except 15 acres where municipal services are required |
| Agricultural | Agricultural uses and ancillary commercial and industrial activities associated with agricultural products | No limit |
| | Gravel pits, quarries, and other rural extractive industries | No limit |
| | Industrial and storage uses which do not require municipal services | 5 acres |
| | Individual residences on farms or lots approved under section 26 of the Planning Act | No limit |
| | Rural Residential subdivisions which do not require municipal services | 15 acres |
| | Commercial uses such as general stores, service stations, restaurants, and hotels, which do not require municipal services and do not discharge effluent into receiving streams | 15 acres |
| | Airports | 15 acres |
| Rural Residential | Rural Residential subdivisions which do not require municipal services | No limit |
| | Commercial uses such as general stores, service stations, restaurants and hotels, which do not require municipal services | 15 acres |
| Rural Industrial | Industrial and storage uses which do not require municipal services | Of any size on specific application only |

| 1 Land Use District | 2 Permitted Uses | 3 Maximum Size |
|------------------------------|---|---|
| Industrial | <p>All industrial operations including: Manufacturing establishments Service industries Warehouses Research laboratories Truck terminals</p> <p>Commercial uses (shopping centres) Commercial uses (strips) Incidental residential accommodation associated with a permitted use</p> | <p>No limit</p> <p>15 acres ½ mile No limit</p> |
| Residential | <p>Residential buildings Public elementary and secondary and separate schools Commercial uses (shopping centres) Commercial uses (strips) Industrial uses</p> | <p>No limit No limit 15 acres ½ mile 10 acres</p> |
| Commercial | <p>Commercial establishments for wholesale and retail trade Office buildings Service stations and automotive uses Commercial service uses Dwellings in commercial buildings Residential buildings Industrial establishments</p> | <p>No limit No limit No limit No limit 5 acres 10 acres</p> |
| Public Open Space | <p>Public conservation projects, including reforestation areas, flood control reservoirs and multi-use conservation areas Public parks and recreational facilities, and ancillary commercial facilities</p> | <p>No limit No limit</p> |
| Private Open Space | <p>Private or commercial park and recreational facilities, and ancillary commercial facilities Golf courses and country clubs Race tracks Cemeteries Hotels and restaurants Airports</p> | <p>No limit No limit No limit No limit 15 acres 15 acres</p> |
| Institutional | <p>Institutional or government buildings; public elementary, secondary, technical and vocational schools; separate schools; private and nursery schools; universities, colleges, seminaries, convents and other places of higher learning; homes of religious orders; homes for the elderly; hospitals and clinics; and ancillary commercial facilities</p> | <p>No limit</p> |
| Transportation and Utilities | <p>Public and private utilities and transportation facilities Airports Industrial uses Commercial uses Public park use of utilities areas</p> | <p>No limit No limit 15 acres 15 acres No limit</p> |

C. Transportation

MAJOR TRANSPORTATION FACILITIES

17. Major transportation facilities, consisting of rapid transit facilities, expressways and arterial roads, will be provided as shown generally on Map III.* Additional rail commuter facilities, other than the present pilot project between Dunbarton and Burlington, will be established as a result of Provincial studies, and may be incorporated in the plan by amendment.
18. Major transportation facilities designated on Map III shall be provided by the Metropolitan Corporation, the Toronto Transit Commission, the Province of Ontario and the local municipalities as appropriate. Without limiting the generality of the foregoing, such facilities shall include:
 - (a) New rapid transit facilities and extension of existing facilities.
 - (b) New arterial roads and expressways.
 - (c) New interchanges between the existing expressway system and appropriate arterial roads.
 - (d) Improvement to correct omissions and defects in existing arterial road alignments, including jog-eliminations and the construction of channelized intersections.
 - (e) Extension of existing arterial roads across physical traffic barriers.
 - (f) Widening of existing arterial roads to four or more lanes as determined by traffic requirements and the capital works programs of the Metropolitan Corporation and the area municipalities.
 - (g) Development of access roads to major Conservation Areas.

PUBLIC TRANSPORTATION

19. The Metropolitan Corporation and the Toronto Transit Commission shall be jointly responsible for the location and construction of rapid transit facilities, and the Metropolitan Corporation may participate in financing of the capital and operating costs of rapid transit facilities as appropriate. The Metropolitan Toronto Planning Board in consultation with the Commission shall prepare and recommend to the Metropolitan Council general plans for rapid transit facilities, ensuring their integration with surrounding land uses and the overall transportation system, and the Commission shall prepare engineering designs and determine the operational specifications of the public transit system subject to review and approval by the Metropolitan Corporation.
20. Rapid transit facilities shall be located so as to cause minimum interference with existing or future residential amenities and community structure. In addition interchange facilities between rapid transit lines and the surface feeder system will be designed to provide the maximum utility to passengers and the least possible interference to the movement of traffic on the roads immediately affected.
21. Commuter parking facilities shall be provided by the Metropolitan Corporation at rapid transit terminals and at other appropriate locations along the outlying sections of the rapid transit system. Commuter parking facilities will not be provided, except in special circumstances, in the inner sections of the rapid transit system which are adequately served by feeder buses.
22. All new transportation systems or extensions to existing systems shall be designed to minimize or control air pollution both of a general nature and of a local nature.

*Because of their importance in the consideration of land use, population distribution, and the overall transportation system, a Crosstown Expressway and a Queen Street Rapid Transit Line have been indicated on Map III. The complete extent of, and requirement for, these major transportation facilities together with their routes have not yet been firmly established. Each will be subject to continuing study, and to a specific evaluation in the first quinquennial review of the Metropolitan Official Plan. If not considered warranted at that time, either or both will be deleted from the plan by amendment or changed to conform to the requirements and conditions as then established.

EXPRESSWAYS

23. The design and construction of expressways shall be governed by the following principles:
- (a) In residential areas, expressways shall be depressed below grade to the greatest extent feasible. Where short stretches of elevated structure in residential areas cannot be avoided for engineering reasons, sufficient property will be acquired to provide a reasonable distance between any existing or future residential building and the expressway.
 - (b) In built-up areas which have been developed largely on a grid-iron street pattern, street crossings shall be provided at intervals of no more than 1,000 feet, except where this is precluded by special circumstances.
 - (c) Grade-separated pedestrian crossings and sidewalks shall be provided wherever required to serve schools, parks or other community facilities.
 - (d) Expressway traffic shall be discharged only onto arterial roads or other streets which are capable of handling the increased traffic. Sufficient property shall be acquired to provide interchanges between expressways and arterial roads, and local residential streets shall not be used for this purpose. Properties which will become unsuitable for future private use because of such interchanges shall be acquired as part of the expressway construction program.
 - (e) Interchanges with the arterial road system in Metropolitan Toronto shall be provided at intervals of approximately $1\frac{1}{4}$ to $1\frac{1}{2}$ miles, except where precluded by special circumstances. The locations of new interchanges designated on Map III are subject to final traffic engineering and land use considerations, and may where necessary be changed by amendment to this plan.
 - (f) The timing of the opening of newly-constructed expressway sections shall have regard for the adequacy of available facilities for the discharge of traffic.
 - (g) Expressway property requirements shall be kept to the minimum consistent with sound planning and engineering practices balanced against the need to preserve the stock of adequate housing and other buildings in reasonably good physical condition.
 - (h) Parklands displaced by Metropolitan expressways shall be replaced by the Metropolitan Corporation at locations and in amounts which are mutually satisfactory to the Corporation and the local municipality concerned.
 - (i) Median strips will be provided for rapid transit purposes where appropriate.

ARTERIAL ROADS

24. Arterial roads shall be provided in presently undeveloped areas at intervals of approximately 1 to $1\frac{1}{4}$ miles except where precluded by special circumstances.
25. In the construction of new arterial roads or widening of existing arterial roads in presently developed areas, the Metropolitan Corporation and local municipalities shall acquire sufficient properties to ensure:
- (a) Minimum interference with ease of access to adjacent properties;
 - (b) Adequate building set-backs and sidewalks.

METROPOLITAN ROADS

26. Roads of major importance in Metropolitan Toronto which conform to criteria determined from time to time by the Metropolitan Council may be assumed by the Metropolitan Corporation which shall then be responsible

for the establishment of traffic control standards and policies governing their use. (The criteria currently employed by the Metropolitan Council are described in the Supplement.)

27. The Metropolitan Corporation may from time to time designate a Metropolitan Road as a truck route and may establish such restrictions on the use of a truck route as it considers appropriate.
28. The number, location, and design of vehicular access points to all Metropolitan Roads shall be subject to the approval of the Metropolitan Corporation.
29. The location and design of signs erected on or over the right-of-way of Metropolitan Roads and within 150 feet of the right-of-way of Metropolitan expressways and limited-access roads shall be regulated with respect to their appearance, effect on traffic safety and construction.

INTERMEDIATE ROADS

30. Local official plans shall provide for intermediate road systems consisting of reasonably continuous minor arterial roads and collector roads at appropriate locations between parallel arterial roads, except where precluded by special circumstances.

ROAD DEVELOPMENT STANDARDS

31. Development will be permitted adjacent to a major arterial road as designated on Map III where provision has been made for the following:
 - (a) Minimum right-of-way as designated on Map IV plus such additional right-of-way as may be required for intersection improvement and/or interchange approaches.
 - (b) Setbacks from Metropolitan Roads in accordance with the following provisions:—
 - (i) Within the Urban Setback Area designated on Map IV a minimum setback above grade of 20 feet from the required right-of-way designated on that map shall be required for residential buildings only.
 - (ii) In the remainder of the Metropolitan Area a minimum setback above grade of 25 feet from the required right-of-way designated on Map IV for all types of buildings.
32. The design of new roads and road improvements shall be based on established engineering practices. The various standards described in the Supplement will constitute a guide to the Metropolitan Corporation and the local municipalities in the design of roads falling within their respective jurisdictions, and a guide to the Metropolitan Corporation in its approval of subdivision and other development applications.

GRADE SEPARATIONS AND BRIDGES

33. The elimination of railway grade crossings shall be based on consideration of the following factors:
 - (a) Recurring accident locations.
 - (b) Road crossings of main lines and potential rail commuter lines.
 - (c) Rail crossings of provincial highways, Metropolitan Roads, and County Roads.
 - (d) Rail crossings of other arterial or collector roads.
 - (e) Other appropriate factors.
34. When new railway lines are constructed, provision shall be made for grade separation of all existing and future arterial and collector roads in accordance with right-of-way widths as specified in Map IV, or 86 feet in the case of collector roads.

35. Property required for future road crossings of railways, expressways, rivers or other physical barriers, as shown on Map III, shall not be used for urban development purposes, and provision shall be made for the required right-of-way of such crossings in any plan for the development of abutting lands.

PARKING

36. The provision of commuter parking facilities will be regulated in accordance with the following considerations:
- (a) The capacity of the available street system with particular regard for the volume of traffic and bus movements.
 - (b) The need to encourage transit usage and discourage automobile usage in the Central Area.
37. The Metropolitan Corporation shall facilitate the provision of new off-street parking sufficient to replace existing on-street parking which may be displaced by parking prohibitions or regulations enacted by the Metropolitan Corporation on a Metropolitan Road in a commercial district.

D. Water Supply and Pollution Control

38. Public water supply and sewage disposal systems shall be provided to all parts of the Urban Development Area and to all Village Development Areas designated on Map II (except as noted in clause (c) of this section), subject to the following considerations:
- (a) Upstream sewage treatment plants will be closed wherever feasible (except as provided in clause (b) of this section), and principle sewage treatment will be provided by the smallest practical number of lakeshore treatment plants which are:
 - (i) Capable of serving the population of the area and adequately treating the sewage.
 - (ii) Located in relation to water filtration plants so as to permit the purest possible water intake.
 - (b) Separate water pollution control facilities required to serve urban development in upstream locations in the fringe area will be permitted where these are designed to provide a level of treatment consistent with the water pollution control objectives of the Ontario Water Resources Commission and the conservation and recreation objectives of the Metropolitan Toronto and Region Conservation Authority. Such facilities will not be established at a distance of less than one mile upstream from the boundary of Metropolitan Toronto.
 - (c) For the purposes of this plan, a public sewage disposal system may not be required in the Lorne Park Sewer Area of Toronto Township, but nothing in this plan shall prevent Toronto Township from providing public sewage treatment facilities to the Lorne Park Sewer Area.
39. The provision of a public water supply by the Metropolitan Corporation shall be limited to lands within Metropolitan Toronto, provided, however:
- (a) That the Metropolitan Corporation may establish a system of reservoirs and feeder mains in the Townships of Markham and Vaughan to supplement the water supply system inside Metropolitan Toronto, but the establishment of such facilities will not require that Metropolitan water will of necessity be supplied to those municipalities.
 - (b) That the Metropolitan Corporation may provide water for emergency purposes to residential developments in areas adjacent to the Metropolitan boundaries, under the following circumstances:

- (i) The Ontario Water Resources Commission or the local health authority has certified that an emergency health situation exists requiring the provision of an additional water supply.
 - (ii) The required water supply is not required by the Metropolitan Corporation for its own purposes.
 - (iii) Satisfactory arrangements have been reached between the Metropolitan Corporation and the municipalities concerned for the supply of such water.
- (c) That the Metropolitan Corporation may enter into agreement with a fringe municipality for the supply of water to such fringe municipality, provided, however, that such agreement shall not prejudice the land use policies of this plan.
40. The provision of public water pollution control facilities by the Metropolitan Corporation shall be limited to lands within Metropolitan Toronto, provided, however:
- (a) That limited sections of the Urban Development Area in the following locations will be included within the Metropolitan Sewer District:
 - (i) North of Steeles Avenue.
 - (ii) In the Woodbridge Village Development Area.
 - (iii) West of the Indian Line.
 - (b) That the Metropolitan Corporation may, wherever desirable, enter into agreement with a fringe municipality for the joint provision of water pollution control facilities benefiting both municipalities.
41. Subdivision applications in fringe municipalities in which the existing public water supply from wells and rivers is below the anticipated demand in 1980 will be recommended for approval only if it appears that the proposed development will not preempt such available or prospective ground water supply as may be required for the infilling or consolidation of existing scattered urban development in the particular areas concerned.

STORM DRAINAGE

42. All natural watercourses in the Planning Area shall remain free of buildings and structures until such time as alternate means of storm drainage are provided.
43. A public land reserve shall be acquired along watercourses where necessary to facilitate channel maintenance and improvement work.
44. The flood control, stream channelization and flood plain acquisition programs of the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority, the Halton Region Conservation Authority and the Central Lake Ontario Conservation Authority shall be adhered to in the course of development of the Planning Area.
45. The Metropolitan Corporation may construct such trunk storm sewers and channel improvements as are required to accommodate storm waters which cannot otherwise be accommodated in the natural watercourses of Metropolitan Toronto or in the local sewer systems of the area municipalities.

WASTE DISPOSAL

46. The Metropolitan Corporation shall be responsible within the Metropolitan Area for the disposal (not including collection) of waste materials generated within the Metropolitan Area.
47. Within Metropolitan Toronto, the Metropolitan Council may provide in its waste disposal program for the use of sanitary land fill to create or reclaim parklands in suitable locations on the waterfront and in the valleys where such operations are consistent with economic and physical considerations.

AIR POLLUTION CONTROL

48. The Metropolitan Corporation will encourage the reduction in the level of air pollution by statutory controls and such other methods as may from time to time be considered appropriate, including, without limiting the generality of the foregoing:
 - (a) Control of the location of heating equipment in new buildings, and progressive control of all domestic, commercial, and industrial sources of pollution, under The Municipal Act and The Air Pollution Control Act.
 - (b) Encouragement of district or area heating plants utilizing clean-burning equipment, proper use of appropriate fuels and skilled operating methods.
 - (c) Development of public sanitary land fill schemes or the use of municipal incinerators equipped with efficient air-cleaning devices to eliminate pollution caused by existing municipal and commercial incineration of refuse.
 - (d) Control of structures of varying height, particularly apartment buildings, so as to reduce to a minimum the adverse effects on amenities resulting from air pollution caused by height differences.
 - (e) Development of a transportation system designed to reduce traffic congestion and thereby reduce air pollution from traffic exhausts.
 - (f) Prevention of dust dissemination wherever possible through paving of streets and parking lots and elimination of unsodded areas.
 - (g) Establishment of programs for effective weed control on both public and private lands to reduce pollen counts.
 - (h) Recommendations for approval of local zoning by-law amendments only when such by-laws conform to criteria established from time to time by the Metropolitan Corporation with respect to the allowable concentration of pollutants in chimney gas plumes.
49. The Metropolitan Corporation will encourage the use by area municipalities of building location criteria and performance standards designed:
 - (a) To locate the sources of industrial air pollution as far as possible from residential areas.
 - (b) To ensure satisfactory industrial air-cleaning or control equipment so that emissions will not cause nuisance to residences or to other industries.
 - (c) To control the location of apartment development in mixed commercial areas, so that potential air pollution from commercial premises will not adversely affect the living environment of residential buildings.
50. Fringe area municipalities in the Planning Area will be encouraged to adopt policies similar to those of the Metropolitan Corporation for reducing the general level of air pollution in those municipalities.

E. Parks and Open Spaces

REGIONAL PARKS

51. The Metropolitan Corporation shall develop a regional park system which will comprise those park functions which can be performed most appropriately only on a Metropolitan-wide or regional scale. Without limiting the generality of the foregoing, regional parks may include horticultural and zoological gardens, wilderness and scenic areas, organized picnic facilities, nature trails, bridle and bicycle paths, hiking trails, park drives, day camps, beaches and water sports areas, major athletic and winter sports facilities, golf courses and extensive areas of passive open space.

52. Priority in the acquisition of valley and waterfront lands in Metropolitan Toronto designated on Map II as Public Open Space shall have regard for:
- (a) The Metropolitan Toronto and Region Conservation Authority's program of land acquisition for approved water control schemes, which will be encouraged to give priority to the areas most susceptible to pressure for urban development.
 - (b) The relationship of any site proposed for acquisition to the current Metropolitan Parks development program.
 - (c) The availability of the land.
 - (d) The present use of any site proposed for acquisition, and the effect which such use may have on the conservation of valley or waterfront lands.
 - (e) The relative deficiency of parks or open spaces in the area directly tributary to the proposed acquisition.
53. Priority in the development of valley and waterfront lands as part of the Metropolitan Parks system shall have regard for:
- (a) The suitability of the site for park development.
 - (b) The proximity of other regional parks.
 - (c) The adequacy of the local parks system within the immediate area to be served by the park.
 - (d) The accessibility of the site.
54. Regional parks will be developed on an extensive rather than intensive basis, and will be designed to be maintained effectively at minimum public cost.
55. A sewage disposal plant, water works or reservoir site may be used for park purposes if such use does not prevent the enlargement of the sewage disposal plant, water works or reservoir.

GOLF COURSES AND PRIVATE RECREATIONAL FACILITIES

56. The acquisition by the Metropolitan Corporation of private golf courses for public use, or the development by the Metropolitan Corporation of golf courses, will have regard for:
- (a) The proximity of other golf courses.
 - (b) The availability and accessibility of the site.
 - (c) The relative deficiency of open spaces in the immediate vicinity of the site.
57. Where a private golf course or major private recreation facility designated on Map II is proposed for redevelopment, the Metropolitan Corporation will determine whether it wishes to assume the function being displaced prior to its consideration of the proposed re-use.
58. Where it is proposed to establish any new private golf course or major private recreation facility, regard will be had for:
- (a) The availability of an adequate water supply to service the proposed use, especially with respect to the conservation and water pollution control objectives of the appropriate Conservation Authority.
 - (b) The impact of the proposed use on the adjacent road system and on adjacent land uses.
 - (c) The continuity of public pedestrian ways in a continuous park system.

Part II

ADMINISTRATION OF THE PLAN

A. Interpretation

DEFINITIONS

1. In this plan,
 - (a) "Metropolitan Corporation" means The Municipality of Metropolitan Toronto;
 - (b) "Metropolitan Council" means the Council of the Metropolitan Corporation;
 - (c) "Metropolitan Area" means the area from time to time included within the Metropolitan Corporation;
 - (d) "Metropolitan Toronto Planning Area" and "Metropolitan Planning Area" mean the joint planning area defined by the Minister of Municipal Affairs consisting of the Metropolitan Area and the fringe area;
 - (e) "fringe area" means the area from time to time included within the Metropolitan Planning Area excluding the Metropolitan Corporation;
 - (f) "area municipality" means a municipality within the Metropolitan Area;
 - (g) "local municipality" means a municipality in the Metropolitan Planning Area including an area municipality and a municipality in the fringe area but excluding The Municipality of Metropolitan Toronto;
 - (h) "local council" means the council of a local municipality;
 - (i) "plan" and "Metropolitan Official Plan" means the Official Plan of the Metropolitan Toronto Planning Area;
 - (j) "Central Area" means that part of the City of Toronto designated on Map II as such;
 - (k) "Waterfront Area", means
 - (i) In Toronto Township and Port Credit, all lands lying between Highway 2 and Lake Ontario;
 - (ii) In Long Branch, New Toronto, Mimico and Etobicoke, all lands lying between Lakeshore Boulevard and Lake Ontario;
 - (iii) In the City of Toronto, all lands south of the C.N.R. tracks between the Humber and Don Rivers, all lands south of Eastern Avenue between the Don River and Queen Street, and all lands south of Queen Street east of Eastern Avenue;
 - (iv) In Scarborough, Pickering Township and Ajax, all lands within ½ mile of Lake Ontario plus lands within a ½ mile of the shore of Frenchman's Bay in Pickering Township.
 - (l) "Urban Setback Area" means that part of the Metropolitan Area bounded by Lake Ontario and the urban setback area boundary designated on Map IV;
 - (m) "Urban Development Area" means that part of the Metropolitan Planning Area bounded by Lake Ontario and the urban development boundary designated on Map II;
 - (n) "Village Development Area" means those parts of the fringe area designated on Map II as such.

BOUNDARIES

2. The boundaries between land uses as designated on Map II are approximate only and are not intended to mark the exact location or extent of any land use designation except where they coincide with major roads, railways, streams, transmission lines, or other clearly recognizable physical features.

ROAD ALIGNMENTS

3. Future roads and extensions designated on Map III are shown in approximate locations only.

LOCAL OFFICIAL PLANS

4. (a) This plan establishes minimum standards only, and a local official plan is not at variance with this plan merely because:
 - (i) It is more restrictive than this plan with respect to the uses permitted by the Land Use Table in the use districts designated on Map II;
 - (ii) It is more comprehensive than this plan with respect to designated transportation facilities;
 - (iii) It is less comprehensive than this plan with respect to designated arterial roads which have not been assumed as Metropolitan Roads but provides nevertheless for the minimum right-of-way required by Map IV of this plan;
 - (iv) It provides for road right-of-way widths greater than those required by Map IV of this plan;
 - (v) It designates for rural or agricultural purposes lands designated on Map II for urban land use purposes, or provides for staging of urban development.
- (b) A local official plan is not at variance with this plan merely because it designates a land use by a name different from the name of a comparable land use designated on Map II of this plan.
- (c) A local official plan is not at variance with this plan merely because it designates for residential use lands which are designated for industrial use on Map II provided that they are already zoned and used for industrial purposes.

CENTRAL AREA

5. Notwithstanding the designation of lands for different uses within the Central Area designated on Map II, the development of land for any use in the Central Area may be permitted in accordance with the provisions of Part I of this plan.

WATERFRONT AREA

6. Lands within the areas described in section 1(k) of this Part may be redesignated to a use other than that shown on Map II by amendment of this plan, where required to implement an approved Metropolitan Waterfront Plan.

INTERPRETATION BY THE PLANNING BOARD

7. Subject to the provisions for appeal contained in The Planning Act, the Metropolitan Toronto Planning Board shall determine the interpretation of the provisions of the Metropolitan Official Plan.

B. Implementation

METROPOLITAN CAPITAL PROGRAM

8. The Metropolitan Corporation shall undertake the capital works for which it is responsible in accordance with a long range capital works program which may be revised from time to time as circumstances warrant or as required to meet the objectives of this plan.

METROPOLITAN BY-LAWS

9. The Metropolitan Corporation may enact by-laws:
 - (a) To designate selected Metropolitan roads as controlled-access roads and to regulate the location, design and construction of access thereto.
 - (b) To regulate the location, design and construction of signs on or over the right-of-way or within 150 feet of a Metropolitan limited-access or controlled-access road, and on all other Metropolitan Roads where a local municipality does not enact suitable by-laws to regulate such signs on or over their rights-of-way.

REGIONAL PARKS

10. (a) A minimum of 5 acres of regional parkland per 1,000 persons in Metropolitan Toronto will be provided by the following means:
 - (i) Agreements between the Metropolitan Corporation and the Metropolitan Toronto and Region Conservation Authority for park development on lands acquired by the Authority for flood control and conservation purposes.
 - (ii) Development by the Metropolitan Toronto and Region Conservation Authority of special parks such as Pioneer Village.
 - (iii) Development by area municipalities of special regional parks, such as High Park.
 - (iv) Development by the Metropolitan Corporation of the Toronto Islands and Exhibition Park as parts of the Metropolitan Parks system.
 - (v) Acquisition and development by the Metropolitan Corporation of any other lands required to meet the objectives of this plan.
- (b) A minimum of 7½ acres of regional parkland per 1,000 persons in the Metropolitan Planning Area will be provided by the following means:
 - (i) Acquisition and development by the appropriate Conservation Authority and by the fringe area municipalities.
 - (ii) Acquisition and development by the Metropolitan Corporation of such parks in the fringe area as are appropriate for Metropolitan Park purposes.

METROPOLITAN TORONTO PLANNING BOARD

11. (a) The Metropolitan Toronto Planning Board may from time to time request a local council to amend any local official plan or by-law which does not conform to the plan.
- (b) A local municipality shall notify the Metropolitan Toronto Planning Board of all matters listed in this subsection, and if the Metropolitan Toronto Planning Board notifies the local council within 30 days that such matters do not conform to this plan, such matters shall not be approved without agreement between the local municipality and the Metropolitan Toronto Planning Board, and failing such agreement, the Minister of Municipal

Affairs upon application may determine the conformity of such matters to this plan:

- (i) All official plans and zoning by-laws and any amendments thereto.
 - (ii) All draft plans of proposed subdivision.
 - (iii) All proposed road and lane closings.
 - (iv) All building permits for buildings valued at more than \$1,000,000 within the Central Area designated on Map II, with particular reference to the adequacy of the available transportation system.
 - (v) All building permits for buildings within the waterfront area as defined in section 1(k) of this part; with particular reference to the provision of suitable public access to the waterfront and the prevention of development which might prejudice the achievement of an essential element of any Waterfront Plan adopted by the Metropolitan Corporation.
 - (vi) All building permits for intensive recreational facilities, such as stadiums and arenas occupying more than 15 acres, with particular reference to the adequacy of the available transportation system and the amenities of surrounding lands.
- (c) In the event that the Metropolitan Toronto Planning Board is unable within 30 days to notify the local council as required by clause (b) of this section, the matter to which notice given to the Metropolitan Planning Board by the local municipality pertains shall not be approved except as provided in clause (b) of this section if the Planning Commissioner of the Metropolitan Toronto Planning Board has within 10 days of receipt of such notice advised the local council that in his opinion such matter appears not to conform to the Metropolitan Official Plan and the Metropolitan Toronto Planning Board confirms such opinion within 60 days of receipt of such notice.

DISTRICT PLANS

12. (a) A local municipality, or two or more local municipalities jointly, may prepare and adopt a District Plan for all or part of a District as designated on Map I, and the Metropolitan Toronto Planning Board may cooperate in the preparation of such District Plans. Without limiting its scope, a District Plan shall:
- (i) Include procedures to guide the local council in the processing of development proposals;
 - (ii) Co-ordinate development and public works between two or more adjoining municipalities where required;
 - (iii) Interpret the principles and policies of the Metropolitan Official Plan as they apply to the local municipality;
 - (iv) Determine the land uses to be permitted in the Planning District in accordance with the provisions of section 16 of part 1 of this plan;
 - (v) Determine the distribution of population and density in accordance with the provision of Map I and of section 10 of part 1 of this plan;
 - (vi) Determine the standards and criteria to be employed in community development and design consistent with the provisions of part 1 of this plan.
- (b) The boundaries of Planning Districts designated on Map I are based on population, land use and transportation considerations which are not always consistent with purely local municipal interests. For local planning purposes and the preparation of District Plans, a local municipality may provide for the distribution of population by municipal subdistricts as designated on Map I.

REVIEW

13. To ensure that the plan contains adequate policies for the achievement of its objectives and that the objectives remain valid and realistic, and to accommodate technological changes and new concepts of benefit to the Planning Area, a comprehensive review of the plan will be undertaken at intervals of approximately 5 years. Changes to the plan which appear necessary upon completion of a review will be made in accordance with The Planning Act. In addition, major elements of the plan will be reviewed from time to time as appropriate.

Part III

MAPS

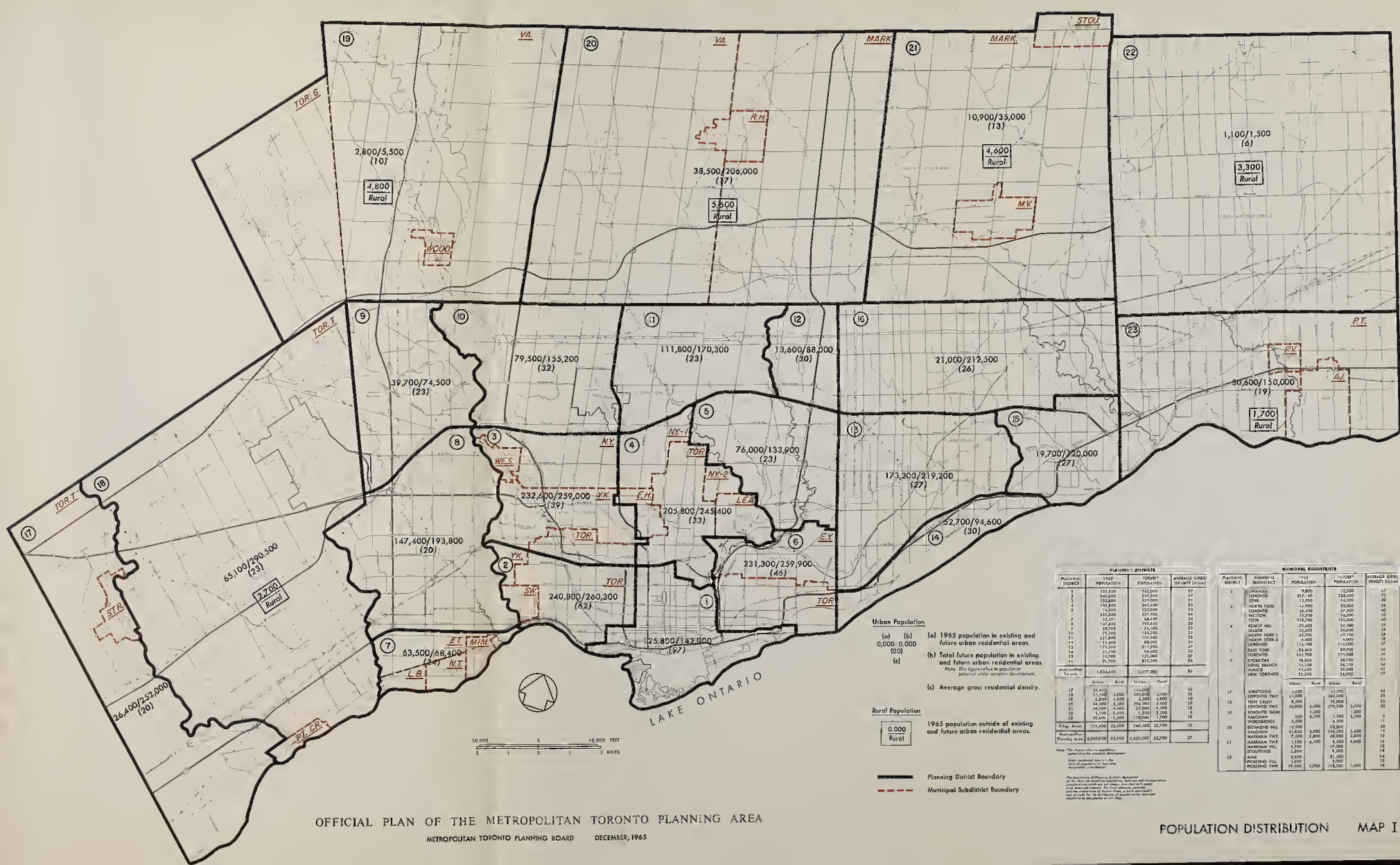
The following maps referred to in the text of the Official Plan constitute policy of the Metropolitan Corporation and shall be observed by the Corporation and local municipalities within the Planning Area in the control and regulation of development:

MAP I: Population Distribution

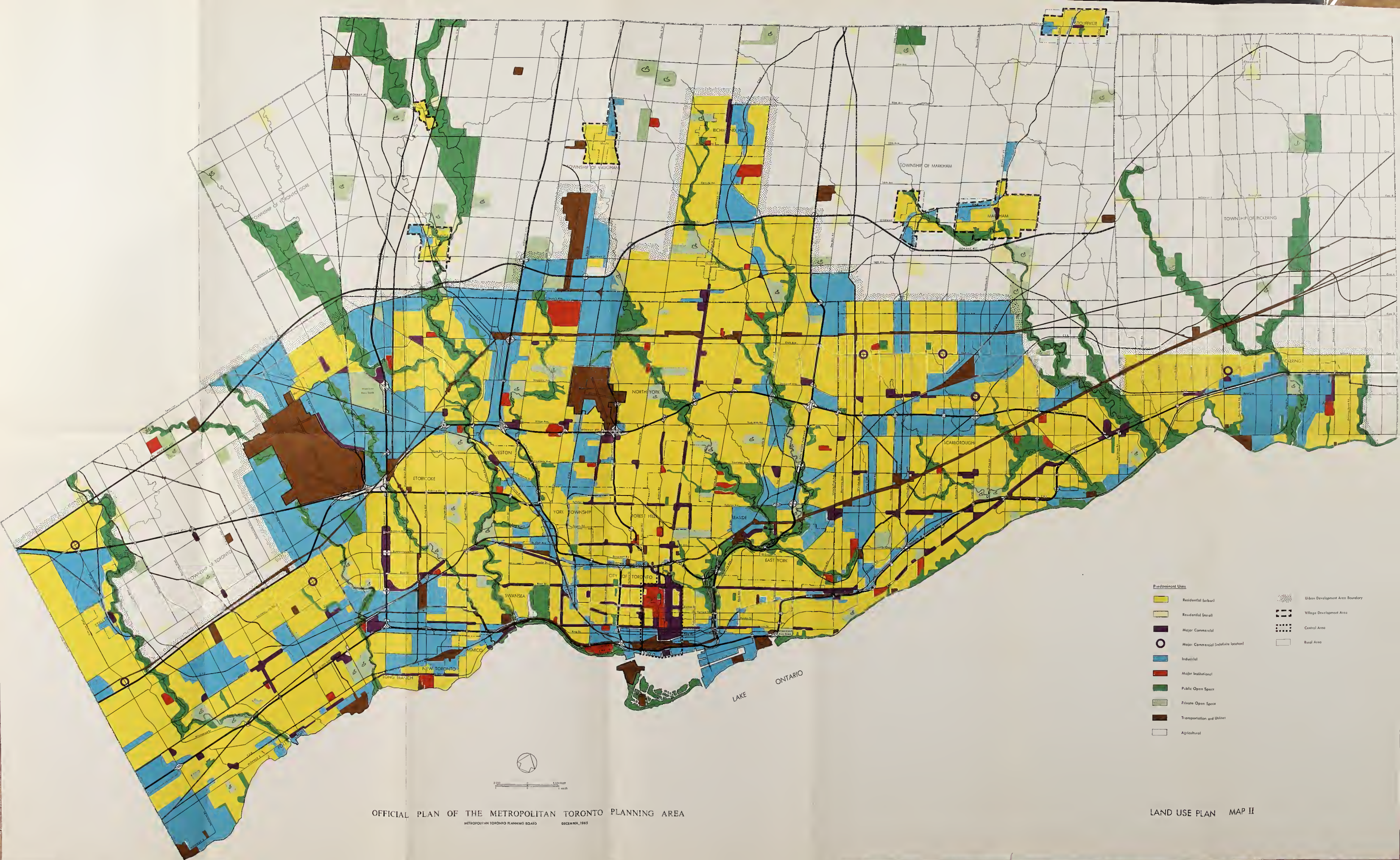
MAP II: Land Use Plan

MAP III: Major Transportation Facilities

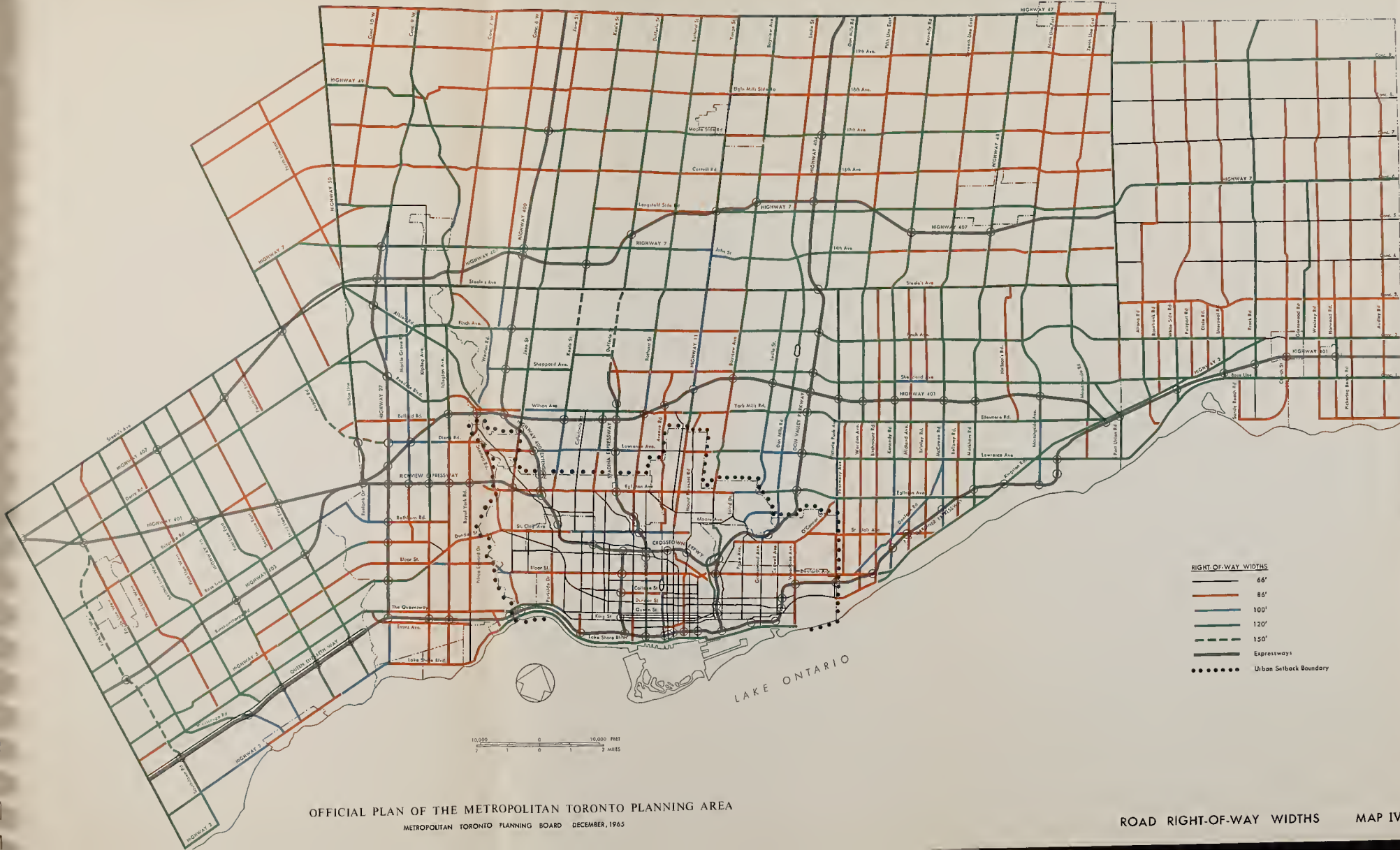
MAP IV: Minimum Road Right-of-Way Widths



OFFICIAL PLAN OF THE METROPOLITAN TORONTO PLANNING AREA
METROPOLITAN TORONTO PLANNING BOARD DECEMBER, 1965







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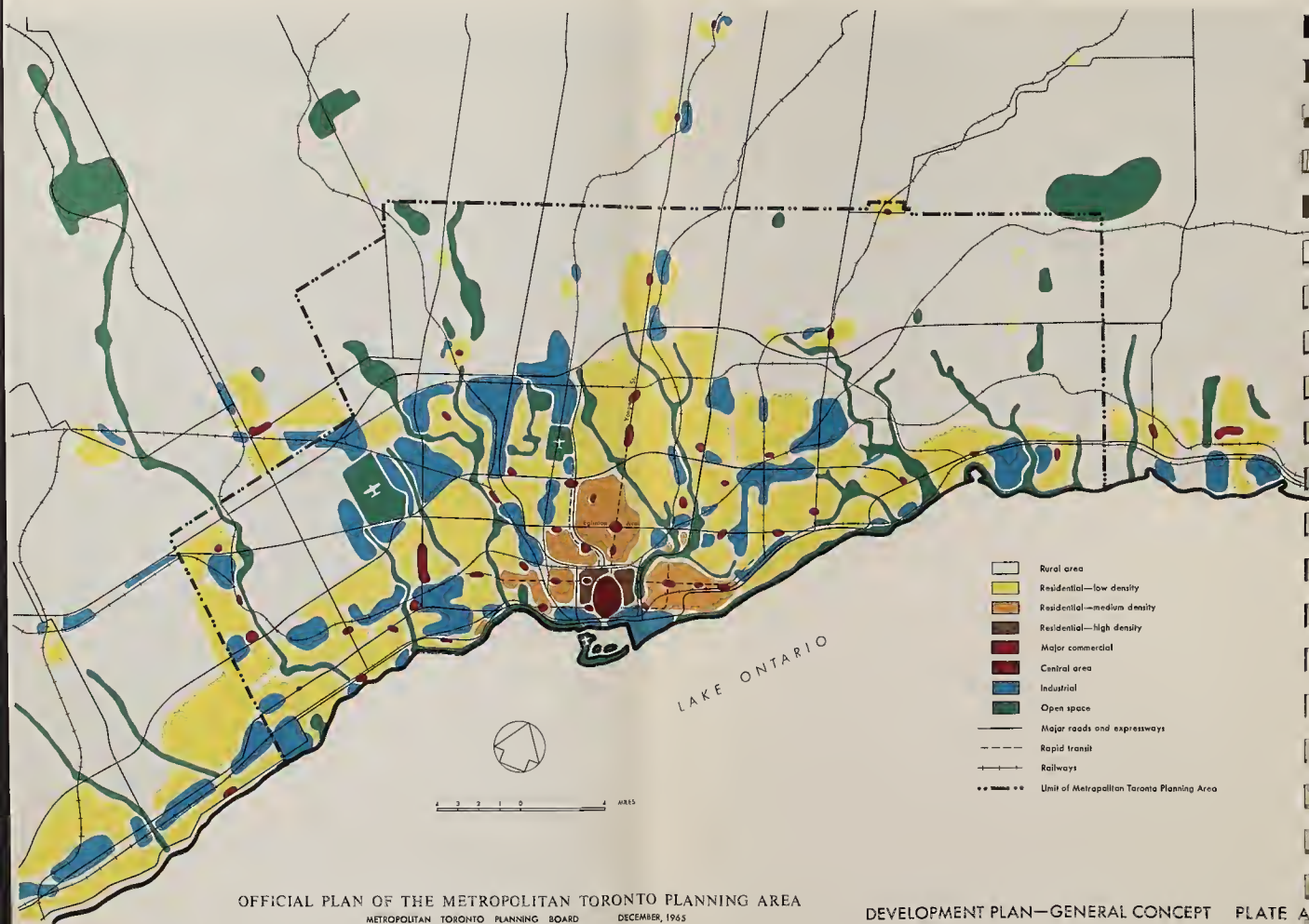
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OFFICIAL PLAN OF THE METROPOLITAN TORONTO PLANNING AREA
 METROPOLITAN TORONTO PLANNING BOARD DECEMBER, 1965

Section 1

BASIC CONCEPT

The Metropolitan Toronto Planning Area consists of 720 square miles with a present population of about 2,000,000 persons and a future urban population between 3½ and 4 million persons. It contains the thirteen municipalities comprising The Municipality of Metropolitan Toronto and the thirteen surrounding fringe municipalities. The City of Toronto lies at the heart of the Planning Area, which in turn is the centre of the urban region extending to Hamilton, Kitchener, Guelph, Barrie and Oshawa.

The plan is based on the urbanization patterns of this region. It represents a projection of these patterns and an attempt to guide and regulate the growth of the area in a manner consistent with its history, geography and economy. It does not attempt to influence development outside the legal limits of the Planning Area; the limitations imposed by the enabling legislation preclude any attempt to base the Metropolitan Official Plan on such an objective.

While the plan envisages orderly and efficient development within the Planning Area over the next 20 to 30 years, the regulation of continued growth beyond this period is not covered by the present plan. The plan projects an urban development area which can be serviced effectively and with due regard for reasonable development standards. Whether growth beyond the projected level can be handled satisfactorily cannot be determined at the present time.

There is little doubt that there will be substantial pressures for further development in the fringe well beyond the provisions made by the Metropolitan Plan. These pressures could be accommodated in the form of continued spread of the Metropolitan urban area or by the development of new towns or other forms of decentralization. The responsibility for imposing such policies will, in the final analysis, rest with the Province.

It is not possible, at this time, to predict that the urban area projected for the period of this plan will in fact represent the most desirable limit of urban development in the context of conditions obtaining 20 or 30 years from now. It is therefore mandatory that the basic premises and principles underlying the plan be reviewed at frequent intervals. But it is equally important that the Province adopt and implement a regional development plan which ensures that the long-term growth of the economic region centering on Toronto will be regulated in the most effective manner.

The plan is not an exercise in civic design, though the major works for which the Metropolitan Corporation is responsible, and the general development policies incorporated in the plan, will undoubtedly influence the appearance and amenity of the area. Nevertheless, the two-level planning machinery imposes on the local municipalities the basic responsibility for regulating and determining their own appearance and special characteristics, while imposing on the Metropolitan Corporation the responsibility for providing the area-wide services required for the development of the area as a whole. It is within this context that the basic concept of development has been established.

The general concept of development is illustrated in the Development Plan (General Concept). Development is to proceed in a broad urban ribbon along Lake Ontario, generally limited in depth to the effective range of lake-oriented water and sewage disposal services. This urban ribbon, though most intensely developed in the Toronto area, is part of a much broader development pattern, extending from Oshawa to Niagara,

and is based in large part on the provision of a number of high-capacity facilities for rapid movement by road and rail roughly paralleling Lake Ontario. Water and sewage facilities are to be provided for the most part on the waterfront, both to make optimum use of the lake for this purpose and to promote the conservation of the upstream valley lands. Exceptions to this principle will be provided at selected upstream locations where these facilities are required in order to consolidate partly-developed settlements north of Metropolitan Toronto and where the absence of such facilities would pose a threat to the health of the inhabitants or would result in pollution of the watercourses flowing through the downstream recreation areas.

The urban area as a whole will be developed at a relatively moderate density, sufficiently low to permit adequate amenities and sufficiently high to permit a relatively compact urban area, with the most intense concentration at the centre of the area and at selected outlying locations at the focal points in the transportation system. The area will be largely dependent on downtown Toronto for major cultural, institutional and commercial services, and for a significant portion of its employment opportunities. Other employment areas will be dispersed throughout the area in relation to the transportation system so as to provide maximum facility for the journey to work.

Communication between the various parts of the area will be achieved through a balanced system of public and private transportation. The Provincial freeways, entering the area from the west, northwest, north and east, will connect with the urban expressways of Metropolitan Toronto, combining to form an expresway system composed of inner, intermediate and outer loops, with intersecting radials. Complementing the expressway system, which will provide for high traffic volumes travelling extensive distances and will particularly serve the widespread industrial areas, will be the arterial road system based largely on the original grid of concession and side roads, which provide direct connections between all major residential, commercial and employment areas. The rapid transit system will connect the central employment concentration with the high and medium-density residential areas, and will in turn be connected through the surface bus system to the intermediate residential and employment areas. It is anticipated that this system will be supplemented by a rail commuter system providing connections to outlying residential communities.

The lakefront will be developed wherever possible for public recreational purposes by the acquisition of developed lands or utilization of undeveloped shoreline at suitable locations, by the creation of substantial park areas through landfill in appropriate sites, and by diversified recreational development of the Toronto Islands as the focus of the waterfront park complex. At the same time, the waterfront will continue to provide central and auxiliary harbour facilities, extensive areas for industries requiring lake frontage, and substantial residential areas of high amenity.

The valley lands which intersect the urban area at frequent intervals will be largely taken into public ownership for conservation purposes and will be used for a variety of active and passive recreational activities. They will form, with the Toronto Islands and the waterfront parks, the basic regional public park system of the area.

North of the urban development area, a substantial rural area will be maintained, devoted largely to agriculture but containing also small villages which will be permitted limited growth as market centres and as small-scale dormitory towns. Other non-intensive uses such as golf courses, large commercial recreation facilities, cemeteries, airports, institutions, and some limited low-density residential areas, will also develop in the rural area. Much of the rural area, particularly towards the northeast, will provide for a less organized form of leisure activity. The major public uses in the rural area will consist of large conservation areas containing extensive recreational facilities. Much of the recreational needs of the area's inhabitants will be satisfied in the large natural areas at the Credit Forks to the northwest, and the Glen Major Highlands to the northeast, as well as in the lakes and Provincial Parks within easy driving distance of Toronto.

Two broad "green wedges" of rural land will cut into the compact urban area from the northwest and northeast. The former is based in part on its

relation to Toronto International Airport and the latter on its very distinctive topography, and both principally on the basis of their amenity value to the adjacent urban areas and on the fact that the defined urban area is ample in size and scope to accommodate all anticipated growth for an extended period of time. These areas are and may continue to be subjected to urban development pressures, but their development for widespread urban uses cannot be predetermined in the absence of a regional development plan.

The emphasis in the metropolitan development plan is generally toward the western section of the area, with development at the eastern end being restricted to a relatively narrow band extending to a depth of 3 or 4 miles from the lakeshore. This reflects the existing pattern and trend of development in southern Ontario with the pronounced emphasis toward the Toronto-Hamilton-Kitchener triangle, the undoubted suitability of these lands for both residential and industrial development, and the excellent transportation network which has been and is being developed by the Province of Ontario. This pattern is expressed most clearly in the concentration of industry in the northwest section of the Metropolitan Area near the centre of gravity of population in the greater region, and at the secondary centre of the expressway network.

While from certain aspects it might perhaps be desirable to project a more balanced geographic pattern of development for the Planning Area, this would not in fact represent a plan which could reasonably be implemented. The scheme illustrated in the Development Plan (General Concept) and detailed in the Official Plan, is considered to represent the best balance among population, employment, and transportation. It will accommodate the anticipated urban development for a period of up to 30 years; it allows for the provision of required urban services at suitable specifications in accordance with the anticipated distribution of population; and it will fit into the probable course of development in the larger region surrounding the Planning Area.

Section 2

ASSUMPTIONS

DEVELOPMENT CONCEPT

1. It is neither desirable nor necessary to reshape the present development pattern of the Planning Area to any arbitrary or theoretical “form”. The existing land use pattern — comprised of a strong central area, widespread dispersion of residential and industrial districts, and a fairly reasonable distribution of open spaces — is basically sound. The pattern of existing land uses and established and committed transportation facilities and public works, which are the product of the geographical setting and historical development of the Planning Area, provide the point of departure for all future growth or redevelopment.
2. On the basis of the projected land use pattern, sufficient suitable land has or will be provided with all necessary services and facilities including transportation, to accommodate all the population growth and urban development expected to take place in the foreseeable future. It is not necessary or desirable, therefore, to restrict artificially the normal growth of population and economic activity during this period to any preconceived “optimum” size, or to adopt extraordinary measures for this growth to be accommodated outside the projected urban area by such means as the establishment of satellite or dormitory communities.

SCOPE OF THE PLAN

3. Land development is largely a matter of private initiative, and the principal governmental responsibility rests in the regulation of development and the provision of public services.
4. Planning control and municipal works are carried out at both the Metropolitan and local levels of government. This basic division will continue irrespective of the actual form which municipal organization may take from time to time. The elements of the Official Plan should therefore be valid for the Planning Area irrespective of future changes in local municipal boundaries, and should distinguish between those matters which are within the scope of Metropolitan planning responsibility and those which are of local concern only.
5. The Metropolitan concern rests primarily with the general land use, transportation and servicing pattern, the overall distribution of population and employment and the establishment of suitable area-wide minimum development standards. In addition the Metropolitan responsibility for transportation and for area-wide amenities make the development of the Central Area and the waterfront matters of direct Metropolitan concern.
6. The Metropolitan form of government permits adjustments to rectify financial dislocations resulting from an imbalance in residential and non-residential assessment. It is not necessary, therefore, that the overall land use or population pattern be redesigned merely to achieve a balanced distribution of assessment for local financial purposes except where other remedial action has been shown to be inappropriate or ineffective. Similarly, the land use pattern in the fringe area should not be distorted merely for economic reasons, and financial problems in the fringe municipalities should be solved whenever possible by other means than the Official Plan.

POPULATION AND ECONOMIC CONSIDERATIONS

7. The Metropolitan Planning Area will receive a growing share of the nation’s population and economic activity. A reasonable projection of past trends indicates a probable population of about 2,800,000 persons in the Planning Area by 1980.

8. The distribution of population within the Planning Area will be determined largely by the historic density pattern which indicates that gross population density tends to decrease with distance from the centre of the Metropolitan Area, the density in each concentric zone from the centre tends to increase over a period of time, and the average density tends to become more uniform over wide areas. Assuming these trends to continue, the probable population of the urban areas designated by the plan will be about 3,700,000 persons.
9. The economic development of the area, while continuing to rest in large part on secondary manufacturing industry, will depend increasingly on the growth of those commercial, institutional, professional and government services in which Toronto serves a much wider region than the Planning Area itself. This will strongly influence the land use requirements throughout the Planning Area.
10. The need to preserve agricultural land simply for the sake of continued agricultural production, while not entirely essential to the food supply of the area, provides an amenity and gives dimension to the adjacent urban development area.

HOUSING REQUIREMENTS

11. Concurrent with changes in the nature of the area's economy and growth in population and employment, a gradual change will occur in the population composition leading to:
 - (a) An increasing number of families and individuals requiring unshared accommodation.
 - (b) A substantial reduction in the amount of overcrowding and doubling-up.
 - (c) A substantial increase in the housing stock and a wider variety in the type of accommodation.
 - (d) A significant increase in the intensity of residential land development.
12. The housing needs of the various income groups are Metropolitan-wide in scope, transcending municipal boundaries, and in particular the determination of the amount, kind and location of publicly-owned housing within Metropolitan Toronto should rest with the Metropolitan Corporation rather than with the area municipalities, provided that such housing is constructed in compliance with local zoning by-laws and development controls.

TRANSPORTATION REQUIREMENTS

13. The movement of persons and goods on a Metropolitan scale is not possible without the provision of facilities for both private and public transportation, and the transportation requirements of the area can be satisfied properly only by the provision of such facilities in a balanced system.
14. The effectiveness of the rapid transit system is largely dependent on the availability of an extensive surface transit network and terminal parking facilities.
15. The established system of concession roads, widened in most cases and supplemented by other roads where warranted by traffic density, will provide an adequate arterial road system for the area and a suitable basis for the surface transit network. The arterial road system can only function properly when coordinated with an adequate expressway network and a suitable system of local and collector roads.
16. Regulation of parking on a coordinated Metropolitan-wide basis is an essential element in overall transportation policy.
17. To enable arterial roads to fulfil their function in the most efficient manner, it is necessary that their ultimate rights-of-way be safeguarded and that access to them be regulated.

SANITATION REQUIREMENTS

18. The provision of a safe water supply and the disposal of sanitary and other waste are related services which can be provided adequately only under unified public control. A public servicing system which integrates the water supply and sewage disposal processes is a fundamental requirement for the urban development of the area and for the maintenance of an acceptable standard of public health.
19. In the rural sectors of the Planning Area, private wells and septic tanks will be adequate to meet the sanitation requirements of farms and hamlets and occasional commercial and industrial installations. In addition, soil conditions in the Lorne Park district of Toronto Township are such that septic tank drainage may be considered generally satisfactory for the type and density of development which has taken place, but in some parts of that area where the Township and/or the Ontario Water Resources Commission has determined that such conditions do not exist, public sewer facilities may be required. In all other areas, sanitary sewers are necessary.
20. Existing and future urban development will create surface water drainage problems which will require positive municipal action to prevent flooding. Basic storm drainage in the Planning Area can be provided through the natural water-courses supplemented by local municipal storm sewer systems and interceptor trunk storm sewers as required.
21. The provision and maintenance of a clean, healthy, atmospheric environment for optimum comfort and productivity, the protection of trees and vegetation for esthetic purposes, and the protection of property from soiling, corrosion and deterioration, can best be provided by comprehensive, unified public air pollution control service using uniform control regulations and procedures throughout the urban development area.

PARK REQUIREMENTS

22. The distinctive natural features of the region, consisting primarily of the extensive valleys and ravines, the Toronto Islands, and the waterfront, are adequate to provide a public regional park system which can be developed for the benefit of residents of the Planning Area as a whole.
23. A public regional park system cannot satisfy all of the requirements for public open space, particularly in meeting day-to-day recreational needs or in supplying specialized recreational facilities for people in their immediate neighbourhoods or communities. For this purpose the public park systems of the local municipalities will provide parkland suitable for active recreation.

For the purposes of the Metropolitan Official Plan, it is assumed that each local municipality will provide a minimum of 2½ acres of local public parkland per 1,000 persons, including 1¼ acres per 1,000 persons within walking distance (½ mile) of the population to be served, in all areas where large scale urban growth is being experienced. In residential redevelopment areas where the achievement of this standard in publicly-owned lands may be impracticable, it is assumed that the objective will be met by the acquisition of as much publicly-owned parkland as possible with the balance provided in private open space and recreational areas developed on residential building sites.

24. Existing private golf courses and major private commercial recreational areas represent land uses of regional significance because they are available to inhabitants of the Planning Area as a whole irrespective of their place of residence. Redevelopment of an existing golf course having special value to the community at large as an amenity may be discouraged through agreement whereby the open space would be taxed on the basis of an assessment fixed at a rate consistent with its golf club use until such time as its redevelopment for other urban purposes is proposed when taxes would be levied based on its retroactive re-assessment at the rate prevailing for the proposed new use.
25. Proposed recreational facilities within the Planning Area would not be adequate for the inhabitants' requirements without the major public parklands developed outside the Planning Area by the Metropolitan Toronto

and Region Conservation Authority, the Credit Valley Conservation Authority and the Province of Ontario, and without the private resort areas of Central Ontario. It is assumed for the purposes of this plan that these authorities will maintain their established programs of park acquisition and development.

SCHOOL REQUIREMENTS

26. Public elementary and secondary and separate elementary school accommodation requirements are determined in the Metropolitan Planning Area by the local Boards of Education and Separate School Boards. In Metropolitan Toronto, the financial responsibility for the provision of public school facilities rests with the Metropolitan School Board.

Section 3

OBJECTIVES OF THE PLAN

GENERAL PURPOSES

1. To present a clear plan for the pattern of future development as a guide for public and private actions.
2. To establish the general land use pattern of the Planning Area by allocating land for various purposes in locations and amounts most appropriate for each purpose.
3. To specify the general distribution of future population and density of residential development throughout the urban development area.
4. To establish the basic transportation system required for the Planning Area.
5. To formulate suitable policies with respect to the provision of basic public services required to support the growth in the urban development area.
6. To establish suitable policies for the regulation of development which meet the general objectives of the plan, while at the same time permitting local municipalities to establish policies permitting local variety and diversity.

DEVELOPMENT OBJECTIVES

7. To provide for development to proceed in an orderly fashion and at a reasonable level in all parts of the urban development area without wasting or underutilizing municipal services or scattering scarce resources.
8. To encourage partially developed areas to consolidate over a period of time without requiring their complete development prior to the development of new areas.
9. To achieve a balanced stock of housing accommodation at a wide range of densities in all major sectors of the Planning Area in order to:
 - (a) Satisfy the varying housing requirements of families and households of different sizes and income levels.
 - (b) Establish a pattern of diversified development throughout the Planning Area.
10. To encourage the conservation of the stock of existing housing, and to encourage a program of housing rehabilitation to meet the long-term requirements for low and moderate rental housing which are only partially satisfied by new public and private construction.
11. To establish an urban development area with clearly delineated and well-defined boundaries within which the development of urban land uses will generally be confined, in order to:
 - (a) Permit the effective and economic utilization of public works and services.
 - (b) Permit reasonable access for the urban population to the open space resources of the countryside.
 - (c) Conserve the water resources of the Planning Area.

- (d) Curtail “urban sprawl” and mitigate the injurious effects which uncontrolled expansion of urban uses may have on continuing agricultural activity in the non-urban area.*
12. To allocate within the urban development area sufficient land to accommodate all of the growth anticipated to 1980 and well beyond, in order to have available an extensive reserve of land which may be used for urban purposes, and thereby:
 - (a) Provide for a possible growth level above that anticipated, or at a different rate than projected, and to accommodate unanticipated or unpredictable occurrences and technological changes.
 - (b) Permit a high degree of flexibility in the choice of sites for land development.
 - (c) Allow for the development of a full range of ancillary activities, such as large-scale institutional uses, whose needs and locations cannot be predicted accurately at this time.
 - (d) Allow for future development, beyond the period of the plan, to proceed in conformity with the planned pattern of land uses and services.
 - (e) Direct development pressures into suitable urban areas and divert development pressures which might otherwise be imposed over substantial sections of the designated rural area.
 - (f) Permit development to proceed simultaneously in different parts of the fringe area which are outside the jurisdiction of the Metropolitan Corporation and in which there are no unified development policies or servicing programs.
 - (g) Establish future industrial districts on a generous basis in order to forestall the prior development of such lands with other uses which may be immediately more profitable, and thereby ensure the availability of adequate industrial land to satisfy the long-term economic requirements of the Planning Area.
 13. To provide a balanced pattern of housing and employment opportunities and transportation facilities in all major sectors of the Planning Area in order to reduce the need to commute while facilitating the ability to commute.
 14. To foster both concentration and dispersion of commercial, residential and industrial development, by:
 - (a) Permitting the intensive development of the Central Area with a complete range of commercial and cultural services accessible to each other by pedestrian movement and to all other parts of the urban development area by efficient means of mass transportation.
 - (b) Permitting the development of sub-centres with a wide range of commercial services, institutional facilities, and office employment, each readily accessible to residential districts by an efficient system of public and private transportation.
 - (c) Permitting intensive specialized industrial development within the more central areas, and low density industrial development on dispersed low-coverage sites capable of long-term expansion in suburban industrial districts.
 15. To permit the orderly transition to industrial use of areas of residential occupancy within industrial districts, and to provide for the orderly removal of incompatible industrial uses in predominantly residential districts.

*Urban sprawl is the premature development of essentially rural lands for urban purposes without urban services being available or anticipated. It is frequently generated in a rural area by the development of a neighbouring urban area, but is not related to or coordinated with such development. It results from the uncontrolled growth of an area at a rate disproportionate to its means. Continued or accelerated growth of an urban area does not represent urban sprawl, however, when such growth is based directly upon the provision of all services associated with the urban area experiencing the growth.

TRANSPORTATION OBJECTIVES

16. To provide for the safe and efficient movement of persons and goods, and to minimize the time, cost and inconvenience of the journey to work, and, in particular, to provide a transportation system which will:
 - (a) Establish public and private transportation facilities at suitable locations and with appropriate specifications to best discharge their proper function.
 - (b) Reasonably satisfy the peak period traffic demand.
 - (c) Reduce the total travel time of all trips to a minimum and increase average travelling speed to a maximum.
 - (d) Increase accessibility and mobility between all parts of the Urban Development Area to a maximum.
 - (e) Provide suitable facilities for truck movements.
 - (f) Provide suitable facilities for travel to major recreation facilities.
 - (g) Provide facilities in which passengers will not be exposed to harmful concentrations of exhaust gases, and encourage the use of such facilities.
17. To establish an expressway network which will:
 - (a) Accommodate heavy volumes of traffic moving relatively long distances at high speeds under free-flowing conditions, and remove such trips from the arterial road system.
 - (b) Provide an inner and intermediate ring-road system within the urban development area, and an outer ring outside the urban development area, with radial routes providing reasonable connections to most major industrial concentrations and between the central business district and major urban districts.
 - (c) Provide direct connections to the Provincial highway network.
 - (d) Provide suitable interchange with the arterial road system.
18. Establish an arterial road network which will:
 - (a) Accommodate heavy volumes of medium and short distance trips at medium to high speeds.
 - (b) Provide direct connections between all major residential, industrial, commercial and recreation areas.
 - (c) Serve adjacent properties to a degree consistent with the primary traffic function of the roads.
 - (d) Connect to rural arterial roads.
19. To establish a network of intermediate and collector roads to collect and distribute traffic between the local and arterial streets.
20. To establish a public transportation system which will:
 - (a) Provide rapid transit facilities for heavy passenger volumes between the central business district and major residential and commercial concentrations.
 - (b) Provide a surface transit network connecting major residential, industrial and commercial areas, and serving as a feeder system for the rapid transit system.
 - (c) Provide an express bus system feeding the rapid transit system.
 - (d) Provide adequate facilities for the movement of persons without access to private cars.
21. To provide for and ensure the effective integration of a rail commuter system to connect outlying urban development and the areas beyond the Planning Area to the rapid transit system and to the central business district.

22. To limit and regulate vehicular access to arterial roads where little or no frontage development has occurred, and to regulate the design of access to arterial roads where redevelopment takes place.
23. To regulate the provision or prohibition of parking, and its pricing, in order to coordinate parking with overall Metropolitan transportation policies.

CONSERVATION AND SANITATION OBJECTIVES

24. To ensure the preservation of the area's important natural recreation amenities and the conservation of its natural assets.
25. To provide comprehensive and coordinated public water supply and sewage disposal systems designed to remove pollutants from the waters of the Planning Area and prevent their recontamination, thereby improving the quality of the water supply and safeguarding natural recreational assets.
26. To provide for the reasonable and adequate public control of:
 - (a) The quality of Lake Ontario waters as the major source of water supply and as a major recreational asset.
 - (b) The development and operating efficiency of upstream sewage treatment plants in order to safeguard the quality of the water and recreational use of rivers and creeks.
 - (c) The development of land requiring private well water supply and septic tank sewage disposal.
 - (d) Those watercourses which are required to remain substantially in their natural state as an essential part of a storm water drainage system.
 - (e) Air pollution, by such means as will:
 - (i) Reduce the general level of pollution caused by all types of equipment.
 - (ii) Locate land uses in relationships which will reduce the effects of those uses which are the primary sources of pollution.

PARK OBJECTIVES

27. To provide regional parkland at a ratio of 5 acres per 1,000 persons in Metropolitan Toronto and 7½ acres per 1,000 persons in the whole of the Planning Area.
28. To provide for the establishment of a regional park system which conforms to desirable area-wide standards by developing to the maximum practical extent for recreational use the outstanding natural features of the Planning Area, particularly the Toronto Islands, the waterfront, and the major river valleys.
29. To provide regional public open space in sections of Metropolitan Toronto which would otherwise be poorly served by reason of their remoteness from the valley and the waterfront.
30. To establish principles with respect to the development and use of regional parks.
31. To control the redevelopment of special open spaces such as the waterfront, golf courses, and large private recreational areas.

SCHOOL OBJECTIVES

32. To ensure the coordination of population distribution and composition with available school facilities.

Section 4

CRITERIA FOR ASSUMPTION OF METROPOLITAN ROADS

1. Roads of major importance in Metropolitan Toronto, which conform to at least three of the following criteria, qualify as Metropolitan Roads and may be assumed by the Metropolitan Corporation, which will then be responsible for their maintenance and improvement and for the establishment of traffic control standards and policies governing their use:
 - (a) A major arterial road located adjacent to or on the Metropolitan boundary, or not less than 1 mile or more than 1¼ miles from parallel roads qualifying as Metropolitan Roads, excluding expressways.
 - (b) A road comprising a reasonably direct and unbroken traffic route the terminals of which connect with major arterial roads. Such a route may include a linkage, either existing or proposed, required to cross or circumvent a physical barrier that breaks the logical continuity of the route.
 - (c) A road connecting to one or more existing or proposed expressways at a grade-separated interchange either directly or via a linkage of not more than ½ mile in length.
 - (d) A road extending continuously across at least ⅔ of Metropolitan Toronto.
 - (e) A road extending or capable of extension beyond the boundary of Metropolitan Toronto either as an existing Kings Highway, County Road, or Township concession road.
2. In addition to the criteria outlined above, any road complying with either of the following special circumstances qualifies and may be assumed as a Metropolitan Road:
 - (a) A road constructed by the Metropolitan Corporation for the purpose of improving traffic movements between Metropolitan Roads to which it connects directly.
 - (b) A road assumed by the Metropolitan Corporation for the purpose of developing a direct connection between an expressway interchange and one or more existing Metropolitan Roads.
3. A route or part of a route which qualifies as a Metropolitan Road in accordance with the above criteria may be assumed by the Metropolitan Corporation:
 - (a) When it has an annual average daily traffic volume of not less than 8,000 vehicles;
 - (b) Or, where it constitutes a desirable connection of up to 1½ miles in length between two Metropolitan routes or sections of a route.
4. Roads on the boundary of Metropolitan Toronto complying with the criteria outlined above may be assumed in their entirety as Metropolitan Roads.

Section 5

RECOMMENDED STANDARDS FOR
ROADS DEVELOPMENT

It is considered desirable that a uniform minimum standard of roads development based on reasonable highway engineering criteria be observed throughout the Planning Area. The following standards, though not considered to be a complete set of specifications for roadways, are recommended to all local municipalities as a guide to the economic improvement of the road system as required by the plan.

| | Local Roads | Intermediate & Collector Roads | Arterial or Metropolitan Roads |
|--|-----------------|---|---|
| Design Speed | Stop Conditions | 30 m.p.h. | 50 m.p.h. |
| Minimum S.S.S.D. | 200' | 275' | 350' |
| Maximum Horizontal Curvature | Stop Conditions | D = 13° R = 440' ± | D = 5° R = 1150' ± |
| Min. Tangent Length between Curves | 250' | 250' | 400' |
| Superelevation | As required | As required | As required |
| Transition | None | None | LS = 150 |
| Superelevation Runoff | None | None | None |
| Minimum Grades | 0.5% | 0.75% - 0.5% minimum | 0.75% - 0.5% minimum |
| Maximum Grades | 10% | 6% | 5% |
| R.O.W. Widths | 66' | 66' — 86' | 86' — 120' |
| Min. Pavement Widths between curbs | 30' | 32' | 50' — 74' plus median |
| Curb radius at major arterial road | 25' | 30' | 55' |
| R.O.W. radius at major arterial road | 20' | 25' | 50' |
| Intersection angle | 70 - 90° | 70 — 90° | 70 — 90° |
| Curve Approaches | 200' | 250' Tangent through intersection | 400' Tangent through intersection |

The Design Speed is selected approximately 10 m.p.h. above the average running speed in off-peak conditions.

The Safe Stopping Sight Distance is the distance a vehicle will travel before coming to a safe stop after the driver has seen an object which requires a stop. Two and one-half seconds are allowed for perception and reaction time and the co-efficient of friction selected is for the wet pavement condition.

Maximum Horizontal Curvature: The curvature is selected so that the roadway may be elevated to its highest possible use in the category intended as required by traffic, i.e. an arterial road may be constructed initially with two lanes and a light pavement, but may be increased to

six lanes and a heavy duty pavement when required by development in the area. When subdivision roads are spaced 2000 feet apart and all lots back on a Metropolitan Road with no access or bus stop requirements, curvature can be increased to 8° (715') with superelevation as required.

Minimum Tangent Length Between Curves: This length is required to establish street intersections and major access points on tangent and not on the curves.

Superelevation: Superelevation as required is considered detrimental in an urban area due to bus stops, access points, and street intersections. It should be avoided in all but the most exceptional cases or on controlled access routes.

Transition and Superelevation Run-off: Transition and superelevation will not normally be required. If, in an exceptional case, it is allowed, the minimum length should be one hundred and fifty feet.

Minimum Grades: The minimum grade selected is for the curbed roadway drainage since it is considered that the roads in question will be eventually curbed if they are not in the initial stage.

Maximum Grades: The maximum grades selected take into consideration the speed of buses and heavy loads up the grade from a stop condition at a speed so as not to impede the movement of through traffic excessively.

R.O.W. Widths: Right-of-way widths selected are the minimum required for the ultimate development of the pavement and to locate the utilities on the roadway. Additional widths may be required at major intersections and for grading.

Minimum Pavement Widths: Minimum pavement widths between curbs are shown as the lowest width recommended for the class of roadway. The pavement width of a 4-lane and 6-lane roadway should be respectively 50 feet and 74 feet from curb to curb plus the width of a median where appropriate.

Curb Radius at Major Arterial Road: The curb radius shown is selected to move the largest vehicle in normal use on the roadway without excessively impeding through traffic. Some industrial collector roads will require a larger radius.

R.O.W. Radius at Major Arterial Road: The right-of-way radius is selected to provide sidewalk and utility locations beyond the pavement.

The Intersection Angle: Control of this angle is required in order that proper turning movements may be designed into the intersection.

Curve Approaches: A curve at an approach to an intersection is to be controlled so that the end or beginning of the curve is located in such a manner that a minimum tangent distance is provided through the intersection.

Major Intersection Spacing: Control of major intersection spacing on future Metropolitan Roads is required in order to operate traffic efficiently through signal controlled intersections. Computer control is considered in this spacing. Major intersection spacing of future Metropolitan Roads of 2200 feet is desirable, but not less than 1200 feet should be provided in any event.

TABLE I
SUMMARY OF DESIGNATED LAND USES

| Predominant Land Use | Metropolitan Toronto | | Fringe Areas | | Total Planning Area | |
|------------------------------------|----------------------|------------|--------------|------------|---------------------|------------|
| | Acres | % of Total | Acres | % of Total | Acres | % of Total |
| Residential | 85,608 | 55.4 | 49,211 | 16.0 | 135,128 | 29.3 |
| Industrial | 27,816 | 18.0 | 23,289 | 7.6 | 50,752 | 11.0 |
| Commercial | 4,383 | 2.8 | 924 | 0.3 | 5,357 | 1.2 |
| Open Space | 18,318 | 11.9 | 22,908 | 7.5 | 41,250 | 8.9 |
| Institutions | 2,910 | 1.9 | 496 | 0.2 | 3,292 | 0.7 |
| Transportation and Utilities | 12,018 | 7.8 | 14,109 | 4.6 | 26,211 | 5.7 |
| Agricultural | 3,367 | 2.2 | 195,633 | 63.8 | 199,000 | 43.2 |
| | 154,420 | 100.0 | 306,570 | 100.0 | 460,990 | 100.0 |

TABLE 2
DESIGNATED LAND USE BY PLANNING DISTRICT

| Planning District | Residential | | Industrial | | Commercial | | Open Space | | Institutional | | Transp. & Utilities | | Agricultural | | TOTAL | |
|---------------------|-------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|---------------------|------------|--------------|------------|---------|------------|
| | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total |
| 1 | 1,458 | 20.4 | 2,177 | 30.5 | 792 | 11.1 | 1,045 | 14.7 | 590 | 8.3 | 1,066 | 15.0 | — | — | 7,128 | 100.0 |
| 2 | 4,201 | 68.3 | 441 | 7.2 | 404 | 6.6 | 751 | 12.2 | 12 | 0.2 | 341 | 5.5 | — | — | 6,150 | 100.0 |
| 3 | 6,589 | 60.4 | 2,199 | 20.2 | 304 | 2.8 | 952 | 8.7 | 125 | 1.1 | 722 | 6.6 | — | — | 10,891 | 100.0 |
| 4 | 7,555 | 74.6 | 443 | 4.4 | 415 | 4.1 | 1,105 | 10.9 | 200 | 2.0 | 405 | 4.0 | — | — | 10,123 | 100.0 |
| 5 | 5,800 | 61.2 | 1,294 | 13.7 | 105 | 1.1 | 1,632 | 17.2 | 37 | 0.4 | 597 | 6.4 | — | — | 9,465 | 100.0 |
| 6 | 5,638 | 73.9 | 471 | 6.2 | 133 | 1.7 | 842 | 11.0 | 95 | 1.2 | 462 | 6.0 | — | — | 7,641 | 100.0 |
| 7 | 2,011 | 48.5 | 1,470 | 35.4 | 100 | 2.4 | 117 | 2.9 | 102 | 2.5 | 339 | 8.3 | — | — | 4,139 | 100.0 |
| 8 | 9,931 | 62.1 | 2,398 | 15.0 | 587 | 3.7 | 1,599 | 10.0 | 61 | 0.4 | 1,404 | 8.8 | — | — | 15,980 | 100.0 |
| 9 | 3,246 | 30.0 | 3,986 | 36.9 | 185 | 1.7 | 2,135 | 19.8 | 70 | 0.6 | 894 | 8.3 | 292 | 2.7 | 10,808 | 100.0 |
| 10 | 4,806 | 37.6 | 3,665 | 28.7 | 111 | 0.9 | 1,233 | 9.7 | 1,071 | 8.4 | 1,882 | 14.7 | — | — | 12,768 | 100.0 |
| 11 | 7,409 | 72.1 | 206 | 2.0 | 225 | 2.2 | 1,663 | 16.2 | 163 | 1.6 | 606 | 5.9 | — | — | 10,272 | 100.0 |
| 12 | 2,977 | 70.0 | 574 | 13.5 | 60 | 1.4 | 301 | 7.1 | — | — | 339 | 8.0 | — | — | 4,251 | 100.0 |
| 13 | 8,188 | 59.5 | 3,189 | 23.2 | 314 | 2.3 | 974 | 7.1 | 104 | 0.7 | 995 | 7.2 | — | — | 13,764 | 100.0 |
| 14 | 3,353 | 70.1 | 240 | 5.0 | 224 | 4.7 | 627 | 13.1 | 126 | 2.6 | 213 | 4.5 | — | — | 4,783 | 100.0 |
| 15 | 4,309 | 62.4 | 418 | 6.0 | 214 | 3.1 | 1,410 | 20.4 | 129 | 1.9 | 428 | 6.2 | — | — | 6,908 | 100.0 |
| 16 | 8,137 | 42.0 | 4,645 | 24.0 | 210 | 1.1 | 1,932 | 10.0 | 25 | 0.1 | 1,325 | 6.9 | 3,075 | 15.9 | 19,349 | 100.0 |
| Metro Toronto | 85,608 | 55.4 | 27,816 | 18.0 | 4,383 | 2.8 | 18,318 | 11.9 | 2,910 | 1.9 | 12,018 | 7.8 | 3,367 | 2.2 | 154,420 | 100.0 |
| 17 | 12,659 | 58.5 | 4,892 | 22.7 | 147 | 0.6 | 1,450 | 6.7 | 63 | 0.3 | 1,114 | 5.1 | 1,325 | 6.1 | 21,650 | 100.0 |
| 18 | 12,784 | 24.0 | 8,932 | 16.7 | 351 | 0.6 | 3,233 | 6.1 | 49 | 0.1 | 6,391 | 12.0 | 21,530 | 40.4 | 53,270 | 100.0 |
| 19 | 1,000 | 1.9 | 430 | 0.8 | — | — | 7,645 | 14.7 | — | — | 1,017 | 2.0 | 42,058 | 80.6 | 52,150 | 100.0 |
| 20 | 11,910 | 19.5 | 4,737 | 7.8 | 171 | 0.3 | 2,855 | 4.7 | 286 | 0.5 | 2,672 | 4.4 | 38,259 | 62.8 | 60,890 | 100.0 |
| 21 | 2,573 | 6.0 | 687 | 1.6 | 55 | 0.1 | 1,819 | 4.3 | — | — | 696 | 1.6 | 36,970 | 86.4 | 42,800 | 100.0 |
| 22 | 275 | 0.5 | — | — | — | — | 2,941 | 5.7 | — | — | 1,008 | 2.0 | 47,516 | 91.8 | 51,740 | 100.0 |
| 23 | 8,010 | 33.3 | 3,611 | 15.0 | 200 | 0.8 | 2,965 | 12.3 | 98 | 0.4 | 1,211 | 5.0 | 7,975 | 33.2 | 24,070 | 100.0 |
| Fringe Areas | 49,211 | 16.0 | 23,289 | 7.6 | 924 | 0.3 | 22,908 | 7.5 | 496 | 0.2 | 14,109 | 4.6 | 195,633 | 63.8 | 306,570 | 100.0 |
| Metro Toronto | | | | | | | | | | | | | | | | |
| Planning Area | 135,128 | 29.3 | 50,752 | 11.0 | 5,357 | 1.2 | 41,250 | 8.9 | 3,292 | 0.7 | 26,211 | 5.7 | 199,000 | 43.2 | 460,990 | 100.0 |

TABLE 3
SUMMARY OF EXISTING LAND USES, 1963

| Land Use | Metropolitan Area | | Fringe Areas | | Total Planning Area | |
|------------------------------------|-------------------|------------|--------------|------------|---------------------|------------|
| | Acres | % of Total | Acres | % of Total | Acres | % of Total |
| Residential | 64,082 | 41.5 | 20,633 | 6.7 | 84,715 | 18.4 |
| Industrial | 10,027 | 6.5 | 3,520 | 1.1 | 13,547 | 2.9 |
| Commercial | 2,888 | 1.9 | 309 | 0.1 | 3,197 | 0.7 |
| Open Space | 18,523 | 12.0 | 21,701 | 7.1 | 40,224 | 8.7 |
| Institutional | 1,532 | 1.0 | 142 | — | 1,674 | 0.4 |
| Transportation and Utilities | 11,497 | 7.4 | 11,073 | 3.7 | 22,570 | 4.9 |
| Agricultural or Vacant | 45,871 | 29.7 | 249,192 | 81.3 | 295,063 | 64.0 |
| | 154,420 | 100.0 | 306,570 | 100.0 | 460,990 | 100.0 |

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 4
EXISTING LAND USES BY PLANNING DISTRICT, 1963

| Planning District | Residential | | Industrial | | Commercial | | Open Space | | Institutional | | Transp. & Utilities | | Agricultural or Vacant | | TOTAL | |
|---------------------|-------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|---------------------|------------|------------------------|------------|---------|------------|
| | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total |
| 1 | 2,087 | 29.3 | 1,325 | 18.6 | 664 | 9.3 | 976 | 13.7 | 413 | 5.8 | 1,226 | 17.2 | 437 | 6.1 | 7,128 | 100.0 |
| 2 | 4,242 | 69.0 | 377 | 6.1 | 325 | 5.3 | 783 | 12.7 | 11 | 0.2 | 336 | 5.5 | 76 | 1.2 | 6,150 | 100.0 |
| 3 | 6,416 | 58.9 | 1,568 | 14.4 | 193 | 1.8 | 987 | 9.1 | 134 | 1.2 | 720 | 6.6 | 873 | 8.0 | 10,891 | 100.0 |
| 4 | 7,270 | 71.8 | 385 | 3.8 | 324 | 3.2 | 1,098 | 10.8 | 210 | 2.1 | 414 | 4.1 | 422 | 4.2 | 10,123 | 100.0 |
| 5 | 4,165 | 44.0 | 716 | 7.6 | 47 | 0.5 | 1,693 | 17.9 | 29 | 0.3 | 492 | 5.2 | 2,323 | 24.5 | 9,465 | 100.0 |
| 6 | 5,490 | 71.9 | 403 | 5.3 | 202 | 2.6 | 782 | 10.2 | 4 | 0.1 | 492 | 6.4 | 268 | 3.5 | 7,641 | 100.0 |
| 7 | 2,210 | 53.4 | 758 | 18.3 | 102 | 2.5 | 125 | 3.1 | 103 | 2.5 | 399 | 9.7 | 442 | 10.5 | 4,139 | 100.0 |
| 8 | 8,018 | 50.2 | 903 | 5.7 | 218 | 1.4 | 1,678 | 10.5 | 53 | 0.3 | 1,315 | 8.2 | 3,795 | 23.7 | 15,980 | 100.0 |
| 9 | 1,832 | 16.9 | 950 | 8.8 | 22 | 0.2 | 2,131 | 19.7 | 71 | 0.7 | 800 | 7.4 | 5,002 | 46.3 | 10,808 | 100.0 |
| 10 | 2,552 | 20.0 | 863 | 6.8 | 68 | 0.5 | 1,326 | 10.4 | 137 | 1.1 | 1,801 | 14.1 | 6,021 | 47.1 | 12,768 | 100.0 |
| 11 | 5,794 | 56.4 | 110 | 1.1 | 181 | 1.8 | 1,610 | 15.7 | 199 | 1.9 | 431 | 4.2 | 1,947 | 18.9 | 10,272 | 100.0 |
| 12 | 408 | 9.6 | — | — | — | — | 335 | 7.9 | — | — | 230 | 5.4 | 3,278 | 77.1 | 4,251 | 100.0 |
| 13 | 7,098 | 51.6 | 1,192 | 8.7 | 273 | 2.0 | 968 | 7.0 | 63 | 0.4 | 1,046 | 7.6 | 3,124 | 22.7 | 13,764 | 100.0 |
| 14 | 2,815 | 58.9 | 42 | 0.9 | 110 | 2.3 | 647 | 13.5 | 105 | 2.2 | 124 | 2.6 | 940 | 19.6 | 4,783 | 100.0 |
| 15 | 1,749 | 25.3 | 88 | 1.3 | 96 | 1.4 | 1,414 | 20.5 | — | — | 386 | 5.5 | 3,175 | 46.0 | 6,908 | 100.0 |
| 16 | 1,936 | 10.0 | 347 | 1.8 | 63 | 0.3 | 1,970 | 10.2 | — | — | 1,285 | 6.6 | 13,748 | 71.1 | 19,349 | 100.0 |
| Metro Toronto | 64,082 | 41.5 | 10,027 | 6.5 | 2,888 | 1.9 | 18,523 | 12.0 | 1,532 | 1.0 | 11,497 | 7.4 | 45,871 | 29.7 | 154,420 | 100.0 |
| 17 | 3,159 | 14.6 | 751 | 3.5 | 22 | 0.1 | 1,420 | 6.6 | — | — | 597 | 2.7 | 15,701 | 72.5 | 21,650 | 100.0 |
| 18 | 5,511 | 10.3 | 1,326 | 2.5 | 151 | 0.3 | 3,140 | 5.9 | 37 | 0.1 | 5,654 | 10.6 | 37,451 | 70.3 | 53,270 | 100.0 |
| 19 | 1,320 | 2.5 | 27 | 0.1 | — | — | 7,639 | 14.7 | — | — | 743 | 1.4 | 42,421 | 81.3 | 52,150 | 100.0 |
| 20 | 4,908 | 8.1 | 1,088 | 1.8 | 92 | 0.2 | 1,950 | 3.2 | 98 | 0.2 | 1,758 | 2.8 | 50,996 | 83.7 | 60,890 | 100.0 |
| 21 | 1,754 | 4.1 | 39 | 0.1 | 22 | 0.1 | 1,714 | 4.0 | — | — | 335 | 0.8 | 38,936 | 90.9 | 42,800 | 100.0 |
| 22 | 1,178 | 2.3 | — | — | — | — | 2,937 | 5.7 | — | — | 941 | 1.8 | 46,684 | 90.2 | 51,740 | 100.0 |
| 23 | 2,803 | 11.6 | 289 | 1.2 | 22 | 0.1 | 2,901 | 12.2 | 7 | — | 1,045 | 4.3 | 17,003 | 70.6 | 24,070 | 100.0 |
| Fringe Areas | 20,633 | 6.7 | 3,520 | 1.1 | 309 | 0.1 | 21,701 | 7.1 | 142 | — | 11,073 | 3.7 | 249,192 | 81.3 | 306,570 | 100.0 |
| Metro Toronto | | | | | | | | | | | | | | | | |
| Planning Area | 84,715 | 18.4 | 13,547 | 2.9 | 3,197 | 0.7 | 40,224 | 8.7 | 1,674 | 0.4 | 22,570 | 4.9 | 295,063 | 64.0 | 460,990 | 100.0 |

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 5
EXISTING LAND USES BY MUNICIPALITY, 1963

| Municipality | Residential | | Industrial | | Commercial | | Open Space | | Institutional | | Transp. & Utilities | | Agricultural or Vacant | | TOTAL | |
|-----------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|---------------------|------------|------------------------|------------|---------|------------|
| | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total | Acres | % of Total |
| East York | 2,336 | 63.5 | 224 | 6.1 | 22 | 0.6 | 624 | 17.0 | 3 | 0.1 | 287 | 7.8 | 182 | 4.9 | 3,678 | 100.0 |
| Etobicoke | 10,877 | 37.6 | 2,302 | 8.0 | 275 | 0.9 | 3,866 | 13.3 | 124 | 0.4 | 2,305 | 8.0 | 9,214 | 31.8 | 28,963 | 100.0 |
| Forest Hill | 852 | 90.5 | — | — | 21 | 2.2 | — | — | 46 | 4.9 | 19 | 2.0 | 3 | 0.4 | 941 | 100.0 |
| Leaside | 698 | 44.9 | 341 | 21.9 | 26 | 1.7 | 213 | 13.7 | — | — | 122 | 7.8 | 155 | 10.0 | 1,555 | 100.0 |
| Long Branch | 388 | 68.3 | 48 | 8.4 | 37 | 6.4 | 69 | 12.1 | — | — | 14 | 2.5 | 13 | 2.3 | 569 | 100.0 |
| Mimico | 496 | 79.1 | 68 | 10.9 | 3 | 0.5 | — | — | — | — | 48 | 7.7 | 11 | 1.8 | 676 | 100.0 |
| New Toronto | 300 | 39.0 | 192 | 25.0 | 27 | 3.5 | — | — | 103 | 13.4 | 146 | 19.0 | 1 | 0.1 | 769 | 100.0 |
| North York | 17,075 | 39.1 | 2,406 | 5.5 | 400 | 0.9 | 5,456 | 12.5 | 591 | 1.3 | 3,298 | 7.6 | 14,438 | 33.1 | 43,664 | 100.0 |
| Scarborough | 13,599 | 30.4 | 1,669 | 3.7 | 541 | 1.2 | 4,998 | 11.2 | 168 | 0.4 | 2,842 | 6.3 | 20,990 | 46.8 | 44,807 | 100.0 |
| Swansea | 399 | 59.0 | 26 | 3.8 | 10 | 1.5 | 155 | 22.9 | — | — | 23 | 3.4 | 63 | 9.4 | 676 | 100.0 |
| Toronto | 13,308 | 59.4 | 2,222 | 9.9 | 1,436 | 6.5 | 2,293 | 10.3 | 449 | 2.0 | 2,107 | 9.4 | 557 | 2.5 | 22,372 | 100.0 |
| Weston | 405 | 64.2 | 58 | 9.2 | 26 | 4.1 | 75 | 11.9 | 1 | 0.1 | 39 | 6.2 | 27 | 4.3 | 631 | 100.0 |
| York Twp. | 3,349 | 64.8 | 471 | 9.1 | 64 | 1.2 | 774 | 15.0 | 47 | 0.9 | 247 | 4.8 | 217 | 4.2 | 5,169 | 100.0 |
| Metro Toronto | 64,082 | 41.5 | 10,027 | 6.5 | 2,888 | 1.9 | 18,523 | 12.0 | 1,532 | 1.0 | 11,497 | 7.4 | 45,871 | 29.7 | 154,420 | 100.0 |
| Ajax | 415 | 13.6 | 212 | 7.0 | 17 | 0.6 | 457 | 15.0 | 7 | 0.2 | 61 | 2.0 | 1,874 | 61.6 | 3,043 | 100.0 |
| Markham Twp. | 2,430 | 3.7 | 357 | 0.6 | — | — | 2,267 | 3.4 | 47 | 0.1 | 734 | 1.1 | 60,086 | 91.1 | 65,940 | 100.0 |
| Markham Vill. | 566 | 28.5 | 12 | 0.6 | 12 | 0.6 | 149 | 7.5 | — | — | 40 | 2.0 | 1,209 | 60.8 | 1,988 | 100.0 |
| Pickering Twp. | 3,375 | 4.7 | 47 | 0.1 | 5 | — | 5,289 | 7.3 | — | — | 1,871 | 2.6 | 61,575 | 85.3 | 72,162 | 100.0 |
| Pickering Vill. | 191 | 31.6 | 30 | 5.0 | — | — | 94 | 15.7 | — | — | 53 | 8.8 | 236 | 38.9 | 604 | 100.0 |
| Port Credit | 400 | 65.4 | 122 | 19.9 | 23 | 3.9 | 32 | 5.2 | — | — | 10 | 1.6 | 24 | 4.0 | 611 | 100.0 |
| Richmond Hill | 1,083 | 64.5 | 139 | 8.2 | 54 | 3.2 | 20 | 1.2 | — | — | 40 | 2.4 | 344 | 20.5 | 1,680 | 100.0 |
| Stouffville | 334 | 20.5 | 10 | 0.6 | 10 | 0.6 | 21 | 1.3 | — | — | 28 | 1.7 | 1,230 | 75.3 | 1,633 | 100.0 |
| Streetsville | 473 | 47.8 | 22 | 2.2 | 22 | 2.2 | 123 | 12.4 | — | — | 29 | 2.9 | 320 | 32.5 | 989 | 100.0 |
| Toronto Twp. | 7,795 | 10.6 | 1,932 | 2.6 | 128 | 0.2 | 4,405 | 6.0 | 36 | 0.1 | 6,212 | 8.5 | 52,812 | 72.0 | 73,320 | 100.0 |
| Toronto Gore | 213 | 1.4 | — | — | — | — | 20,032 | 13.0 | — | — | — | — | 13,325 | 85.6 | 15,570 | 100.0 |
| Vaughan | 3,108 | 4.6 | 610 | 0.9 | 19 | — | 6,662 | 9.7 | 52 | 0.1 | 1,967 | 2.9 | 55,973 | 81.8 | 68,391 | 100.0 |
| Woodbridge | 250 | 39.2 | 27 | 4.2 | — | — | 150 | 23.4 | — | — | 28 | 4.4 | 184 | 28.8 | 639 | 100.0 |
| Fringe Areas | 20,633 | 6.7 | 3,520 | 1.1 | 309 | 0.1 | 21,701 | 7.1 | 142 | — | 11,073 | 3.7 | 249,192 | 81.3 | 306,570 | 100.0 |
| Metro Toronto Planning Area | 84,715 | 18.4 | 13,547 | 2.9 | 3,197 | 0.7 | 40,224 | 8.7 | 1,674 | 0.4 | 22,570 | 4.9 | 295,063 | 64.0 | 460,990 | 100.0 |

NOTE: Existing land uses comprise the developed portions of the major land use areas designated on Map II.

TABLE 6
POPULATION TRENDS BY PLANNING DISTRICT

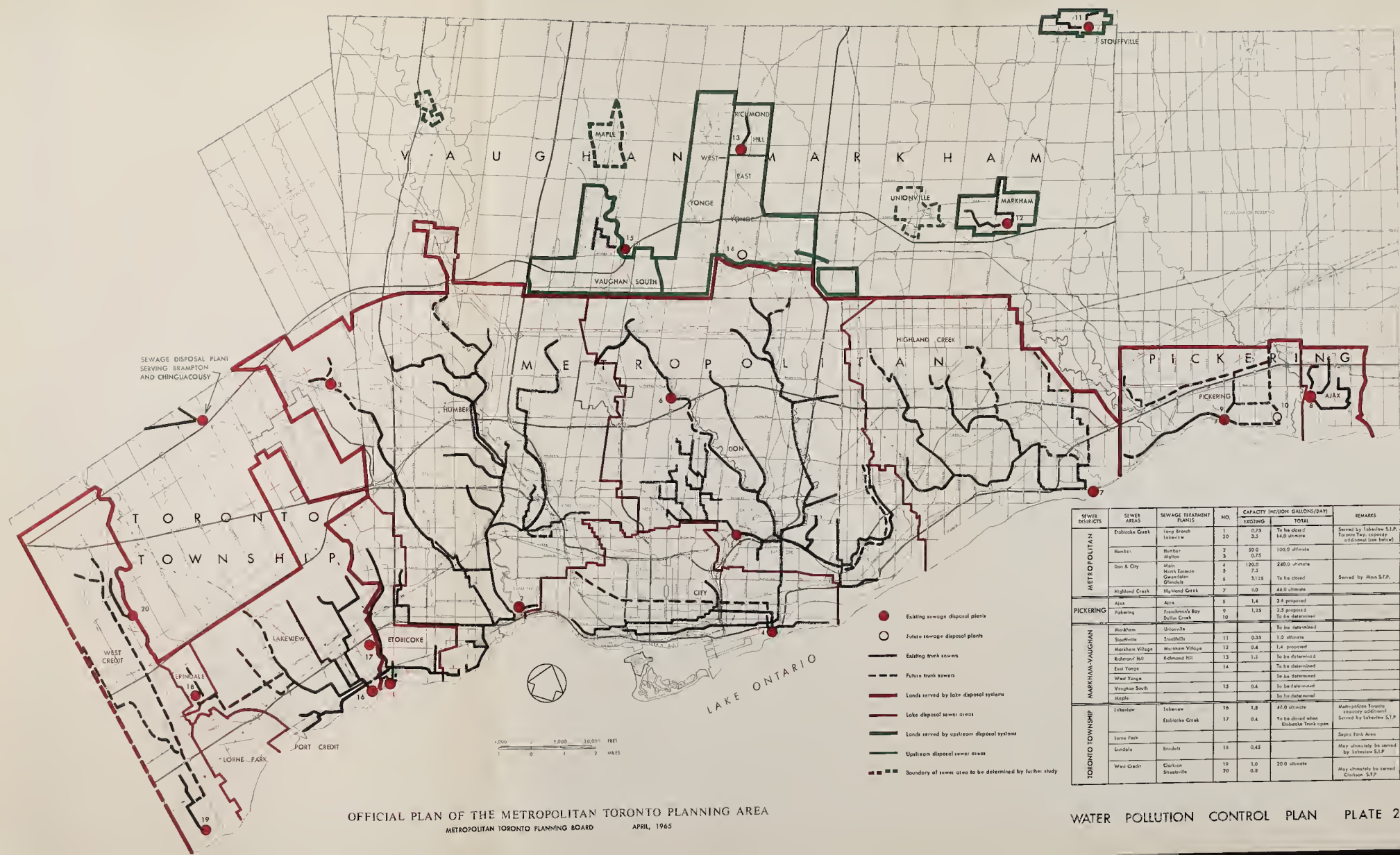
| Planning District | 1951 (Census) | | 1961 (Census) | | 1965 (Estimate) | | Future Population (Estimate)* | |
|-----------------------------------|------------------|------------|------------------|------------|--------------------|------------|----------------------------------|------------|
| | Persons | % of Total | Persons | % of Total | Persons | % of Total | Persons | % of Total |
| 1 | 146,586 | 13.1 | 124,983 | 7.7 | 125,800 | 6.9 | 142,000 | 5.3 |
| 2 | 230,203 | 20.6 | 243,162 | 15.0 | 240,800 | 13.1 | 260,300 | 9.7 |
| 3 | 166,768 | 14.9 | 221,488 | 13.7 | 232,600 | 12.7 | 259,000 | 9.6 |
| 4 | 159,894 | 14.3 | 194,937 | 12.0 | 205,800 | 11.2 | 245,400 | 9.1 |
| 5 | 6,306 | 0.6 | 46,088 | 2.8 | 76,000 | 4.1 | 133,400 | 4.9 |
| 6 | 237,993 | 21.3 | 231,386 | 14.3 | 231,300 | 12.6 | 259,900 | 9.6 |
| 7 | 41,176 | 3.7 | 60,610 | 3.7 | 63,500 | 3.6 | 68,400 | 2.6 |
| 8 | 41,786 | 3.7 | 109,644 | 6.8 | 147,400 | 8.0 | 193,800 | 7.2 |
| 9 | 2,080 | 0.2 | 24,416 | 1.8 | 39,700 | 2.2 | 74,500 | 2.8 |
| 10 | 8,464 | 0.7 | 47,213 | 2.9 | 79,500 | 4.3 | 155,200 | 5.8 |
| 11 | 31,921 | 2.9 | 92,557 | 5.7 | 111,800 | 6.1 | 170,300 | 6.3 |
| 12 | 527 | 0.1 | 1,017 | 0.1 | 13,600 | 0.7 | 88,000 | 3.3 |
| 13 | 9,024 | 0.8 | 140,874 | 8.7 | 173,200 | 9.4 | 219,200 | 8.1 |
| 14 | 24,687 | 2.2 | 45,243 | 2.8 | 52,700 | 2.8 | 94,600 | 3.5 |
| 15 | 6,464 | 0.6 | 15,493 | 1.0 | 19,700 | 1.1 | 120,000 | 4.4 |
| 16 | 3,591 | 0.3 | 15,676 | 1.0 | 21,000 | 1.2 | 212,500 | 7.8 |
| Metro Toronto | 1,117,470 | 100.0 | 1,618,787 | 100.0 | 1,834,400 | 100.0 | 2,697,000 | 100.0 |
| 17 | (Not Available) | | 19,612 | 12.3 | 26,400 | 13.4 | 252,000 | 26.2 |
| 18 | | | 55,263 | 34.7 | 67,800 | 34.2 | 293,200 | 30.4 |
| 19 | | | 7,255 | 4.6 | 7,600 | 3.8 | 10,300 | 1.4 |
| 20 | | | 37,322 | 23.5 | 44,100 | 22.3 | 211,600 | 21.9 |
| 21 | | | 12,908 | 8.1 | 15,500 | 7.8 | 39,600 | 4.1 |
| 22 | | | 3,810 | 2.4 | 4,400 | 2.2 | 4,800 | 0.4 |
| 23 | | | 22,901 | 14.4 | 32,300 | 16.3 | 151,700 | 15.6 |
| Fringe Areas | 77,998 | 100.0 | 159,071 | 100.0 | 198,100 | 100.0 | 963,300 | 100.0 |
| Metro Toronto Planning Area | 1,195,468 | 100.0 | 1,777,858 | 100.0 | 2,032,500 | 100.0 | 3,660,200 | 100.0 |

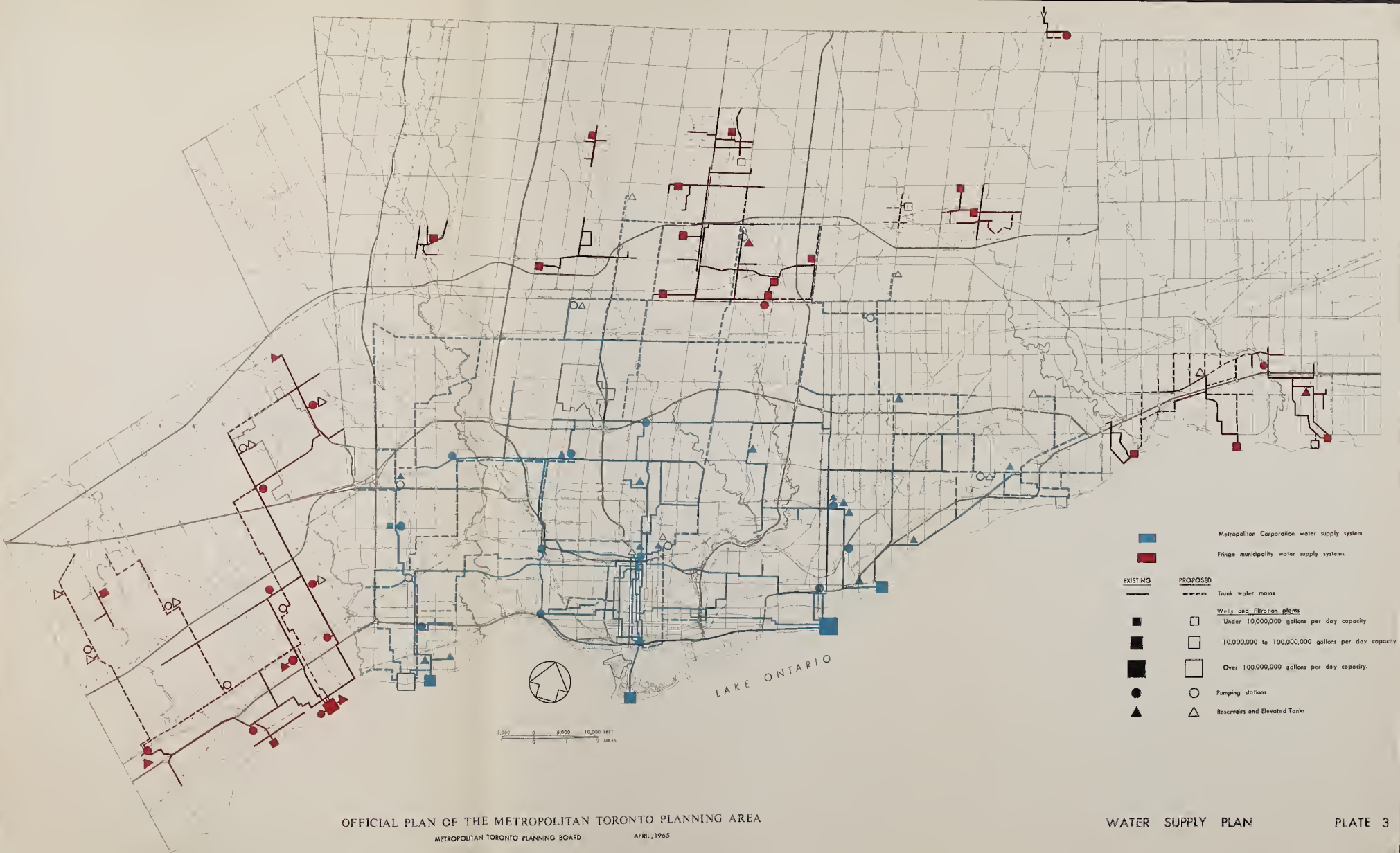
*Population potential under complete development (including rural population in Districts 18 to 23).

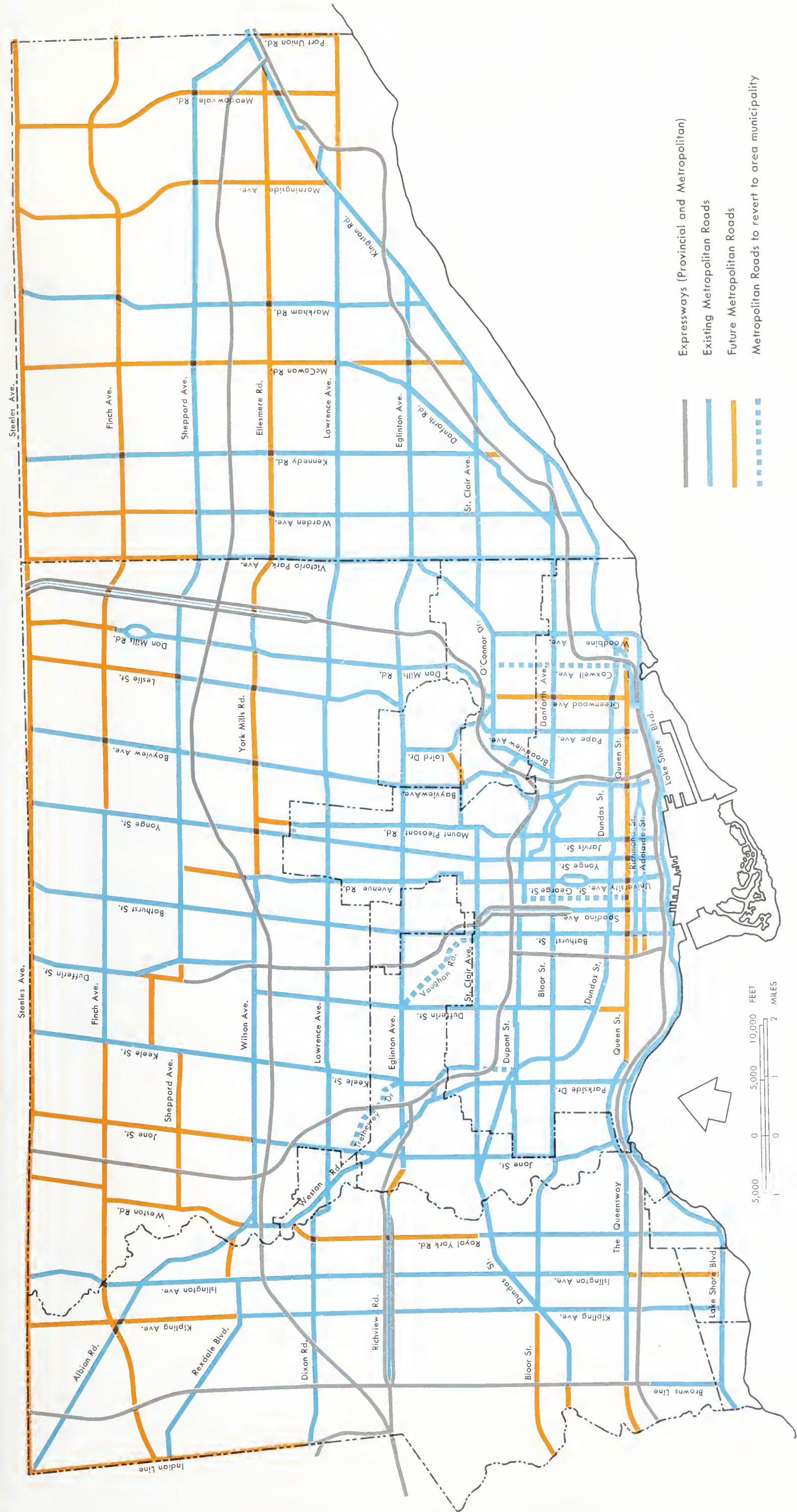
TABLE 7
POPULATION TRENDS BY MUNICIPALITY

| Municipality | 1951 (Census) | | 1961 (Census) | | 1965 (Estimate) | | Future Population (Estimate)* | |
|-----------------------------------|------------------|------------|------------------|------------|--------------------|------------|----------------------------------|------------|
| | Persons | % of Total | Persons | % of Total | Persons | % of Total | Persons | % of Total |
| East York | 64,616 | 5.8 | 72,409 | 4.5 | 74,400 | 4.1 | 89,900 | 3.3 |
| Etobicoke | 53,779 | 4.8 | 156,035 | 9.6 | 205,800 | 11.2 | 288,400 | 10.7 |
| Forest Hill | 15,305 | 1.4 | 20,489 | 1.3 | 22,500 | 1.2 | 24,300 | 0.9 |
| Leaside | 16,233 | 1.5 | 18,579 | 1.1 | 20,200 | 1.1 | 30,000 | 1.1 |
| Long Branch | 8,727 | 0.8 | 11,039 | 0.7 | 12,100 | 0.7 | 14,300 | 0.5 |
| Mimico | 11,342 | 1.0 | 18,212 | 1.1 | 19,400 | 1.1 | 20,000 | 0.8 |
| New Toronto | 11,194 | 1.0 | 13,384 | 0.8 | 13,200 | 0.7 | 14,000 | 0.5 |
| North York | 85,897 | 7.7 | 269,959 | 16.8 | 374,000 | 20.4 | 657,500 | 24.4 |
| Scarborough | 56,292 | 5.0 | 217,286 | 13.4 | 266,600 | 14.5 | 646,300 | 24.0 |
| Swansea | 8,072 | 0.7 | 9,628 | 0.6 | 9,800 | 0.5 | 12,200 | 0.5 |
| Toronto | 675,754 | 60.5 | 672,407 | 41.5 | 673,300 | 36.7 | 739,100 | 27.4 |
| Weston | 8,677 | 0.8 | 9,715 | 0.6 | 10,500 | 0.6 | 16,000 | 0.6 |
| York Twp. | 101,582 | 9.0 | 129,645 | 8.0 | 132,600 | 7.2 | 145,000 | 5.4 |
| Metro Toronto | 1,117,470 | 100.0 | 1,618,787 | 100.0 | 1,834,400 | 100.0 | 2,697,000 | 100.0 |
| Ajax | 4,168 | 5.3 | 7,755 | 4.9 | 8,800 | 4.4 | 31,500 | 3.3 |
| Markham Twp. | 10,625 | 13.6 | 13,426 | 8.4 | 16,400 | 8.3 | 84,100 | 8.8 |
| Markham Vill. | 1,606 | 2.2 | 4,294 | 2.7 | 6,300 | 3.2 | 17,000 | 1.8 |
| Pickering Twp. | 10,371 | 13.3 | 17,201 | 10.8 | 26,000 | 13.1 | 117,800 | 12.2 |
| Pickering Vill. | | | 1,755 | 1.1 | 1,900 | 1.0 | 5,000 | 0.5 |
| Port Credit | 3,643 | 4.7 | 7,203 | 4.5 | 8,300 | 4.1 | 12,000 | 1.2 |
| Richmond Hill | 2,164 | 2.8 | 16,446 | 10.4 | 19,200 | 9.7 | 23,500 | 2.4 |
| Stouffville | 1,695 | 2.2 | 3,188 | 2.0 | 3,500 | 1.8 | 9,500 | 1.0 |
| Streetsville | 1,139 | 1.5 | 5,056 | 3.2 | 5,400 | 2.7 | 11,000 | 1.1 |
| Toronto Twp. | 28,528 | 36.4 | 62,616 | 39.4 | 80,600 | 40.7 | 522,200 | 54.2 |
| Toronto Gore | 2,594 | 3.3 | 1,115 | 0.7 | 1,200 | 0.6 | 1,100 | 0.1 |
| Vaughan | 9,766 | 12.5 | 16,701 | 10.5 | 18,000 | 9.1 | 125,400 | 13.0 |
| Woodbridge | 1,699 | 2.2 | 2,315 | 1.4 | 2,500 | 1.3 | 3,600 | 0.4 |
| Fringe Areas | 77,998 | 100.0 | 159,071 | 100.0 | 198,100 | 100.0 | 963,200 | 100.0 |
| Metro Toronto Planning Area | 1,195,468 | 100.0 | 1,777,858 | 100.0 | 2,032,500 | 100.0 | 3,660,200 | 100.0 |

*Population potential under complete development (including rural population in Districts 18 to 23).







OFFICIAL PLAN OF THE METROPOLITAN TORONTO PLANNING AREA

METROPOLITAN TORONTO PLANNING BOARD DECEMBER, 1965

